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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Kowloon ...Dep.	8.40	8.05	8.30	9.10	10.00	12.00	1.15	2.15	2.35	4.30	5.45	7.35												
Yuennei ...Dep.	8.49	—	—	9.29	10.08	12.09	1.24	—	—	4.39	5.54	7.44												
Shatin ...Dep.	7.01	—	—	9.33	10.20	12.21	1.36	—	—	4.50	6.05	7.55												
Taipei Market Dep.	7.15	—	—	9.45	10.33	12.34	1.49	—	—	5.04	6.19	8.09												
Taipei ...Dep.	7.30	—	—	9.55	10.47	12.48	2.01	—	—	5.19	6.34	8.24												
Fanning ...Dep.	7.35	—	—	10.05	10.55	12.56	2.08	—	—	5.24	6.39	8.29												
Shungchi ...Dep.	7.35	—	—	10.05	10.55	12.56	2.08	—	—	5.24	6.39	8.29												
Shamshui ...Art.	7.41	8.45	9.15	10.15	10.55	12.56	2.12	2.55	3.30	5.29	6.41	8.30												
Canton ...Art.	—	1.01	—	5.57	—	—	—	7.03	—	—	—	—												

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Canton ...Dep.	—	—	—	—	8.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shamshui ...Dep.	7.15	8.05	10.35	11.40	12.18	2.55	4.29	5.49	6.45	7.35														
Shungchi ...Dep.	7.25	8.15	10.45	11.47	—	3.05	4.45	5.55	6.52	—														
Fanning ...Dep.	7.30	8.15	10.47	11.51	—	3.10	4.50	6.00	—	—														
Taipei Market Dep.	7.40	8.25	10.57	12.02	—	3.21	5.00	6.10	—	—														
Taipei ...Dep.	7.44	8.31	11.01	12.06	—	3.25	5.04	6.15	—	—														
Shatin ...Dep.	7.57	8.44	11.14	12.20	—	3.39	5.17	6.28	—	—														
Yuennei ...Dep.	8.11	8.48	11.25	12.31	—	3.51	5.29	6.40	—	—														
Kowloon ...Art.	8.17	9.02	11.32	12.38	12.58	3.57	5.55	6.46	7.28	8.06														

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BUS TICKET ALIBI.

INNOCENT MAN SAVED.

CRIME CONFESSED BY ANOTHER.

LONDON, August 17th.
A remarkable illustration of the close relationship between truth and fiction was given yesterday in a case heard before the Court of Criminal Appeal sitting as a vacation court.

An omnibus ticket was found in the possession of the accused man and this ticket secured his acquittal.

Witnesses' Error.

The case was heard by the Lord Chief Justice (Lord Hewart) and Justices Swift and Branson.

It was an appeal by a young man named William Jones from a sentence of nine months' hard labour passed on him at the last Hampshire Quarter Sessions after he had been convicted of breaking into a garage at Buriton, near Petersfield, and the theft of a motor-car.

It was stated by Mr. A. T. Denning, who represented Jones on his appeal against the conviction, that upon the instructions of the court Superintendent Ellis, of the Hampshire Constabulary, had made full inquiries. He had ascertained that, although Jones was identified at the trial by two people who swore that they saw him with the car, he was travelling about that time in an omnibus between Cowes and Ryde, in the Isle of Wight.

Unfortunate Answers.

Fortunately for the man, he had the ticket for that journey in his pocket when he was arrested. Counsel asked that evidence on that matter should be heard.

Mr. Anthony Hawke, who represented the Crown, said he could not, in the circumstances, support the conviction.

The court then heard the evidence of Sidney James Dibben, the Isle of Wight omnibus conductor.

Lord Hewart remarked that that evidence plainly proved that Jones was innocent of the charge on which he was convicted. Further materials before the court showed that a man already in prison had confessed to the theft.

However, said Lord Hewart, Jones had only himself to thank for the position in which he found himself, for he had had several opportunities of making plain what his defence was, and his unfortunate answers to questions tended to confirm rather than remove the suspicion that had fastened upon him. It now appeared that he had been wrongly convicted, and he would be at once released.

DEATH SHOCK OF 33,000 VOLTS.

TRAGIC MISTAKE AT A GENERATING STATION.

A verdict of "Accidental death" was returned at an inquest held at North Middlesex Hospital on Charles Wilkinson, aged nineteen, who was electrocuted while working at the generating station of the North Metropolitan Electric Power Company at Enfield.

Wilkinson, it was stated, had been assisting in overhauling a generator. A few minutes after the workmen returned from their dinner they heard a loud report and saw Wilkinson lying at the foot of a live generator, next to the one on which he had worked in the morning. His clothes were in flames, and he was terribly burned.

It was stated that 33,000 volts of electricity had passed through his body. He died in hospital next day.

A foreman said he could only account for the accident by Wilkinson's mistaking the generator. It was an error of judgment.

Wilkinson's father, asked if he would like to see a photograph of the generators and switches, burst into tears, and said he did not wish to see them.

HOW TO BECOME A MILLIONAIRE.

MR. THEODORE GARY'S MAXIMS.

BE PATIENT AND THE WORLD IS YOURS.

LONDON, August 18th.

There is in London a 74-year-old man who declares that, although he started business without a penny of capital and is now a millionaire several times over, he has never had to harbour a worry.

He is Mr. Theodore Gary, of Kansas City, the head of a group of independent American telephone companies, chairman and almost owner of a banking trust, and chairman of the Missouri Highways Corporation.

For the first time in his life Mr. Gary is taking a holiday—just for a new experience, he explains. It has been a somewhat flat experience, he told a *Daily Mail* reporter.

In his pocket memorandum book Mr. Gary has jotted down maxims which he has evolved from experience. These are some of them, which he thinks will take anyone through what he calls the valley of the shadow of success:

Determine to be prosperous.

Be patient and the world is yours.

Hold your temper and your tongue.

When you have found that honesty and ability have met in a man you can generally trust him.

It is not enough to be truthful; it is essential, especially in business matters, to know what the truth is.

Tell the truth to those entitled to know; to others tell nothing. Stretch, stretch, stretch—morning, afternoon, evening, and night.

Never allow yourself to think or act as if you were in a hurry.

Be content but not satisfied.

Be particular but not critical.

SIKH MONEYLENDERS IN F.M.S.

DISTRICT JUDGE'S "PRE-JUDICE" REPROVED.

SINGAPORE, Sept. 2nd.

In the Supreme Court the decision was reversed of the Civil District Judge in respect of a claim by Argam Singh, a Sikh money-lender, for \$293 on a promissory note. In the lower court the claim was dismissed. Mr. Tampoe Phillips appeared for the appellant and Mr. Whiters Payne for the respondents.

Mr. Phillips said the defence set up was that the note was a forgery, but the defendant's evidence was so inconsistent that, he submitted, it could not be accepted. He thought the District Judge was prejudiced against Sikh money-lenders and gave his judgment against the evidence.

Mr. Justice Sprague said he considered the learned District Judge had misdirected himself in his suspicion of Sikh money-lenders and had shown a balance of mind which was not becoming to an impartial officer. He did not think the trial had been given a fair hearing and considered the judgment should be reversed, and the plaintiff-respondent should be given judgment for amount claimed with costs.

Mr. Justice Pritchard concurred.

SINGAPORE SEDITIONISTS.

30 FOOT JUMP TO AVOID POLICE.

SINGAPORE, Sept. 1st.

Two Chinese made a desperate attempt to avoid arrest during a police raid this week.

The C.I.D. raided a house in River Valley Road at 5.30 in the morning. There were two women and two men in the house, and a very large quantity of seditious documents.

One of the men escaped by jumping on to an adjoining roof. The other jumped through a window to the street 30 feet below. He was picked up with no bones broken, and is now in hospital recovering from shock.

In the Fourth Court the two women, who are teachers in a Chinese school, were remanded on a charge of being in possession of seditious literature.

DIARY OF EVENTS.

To-day.

(September 11th.)

Queen's Theatre: "New York."
World Theatre: "The Light of Asia."
Star Theatre: "Alias the Deacon."
Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Inward: Europe via Siberia (Porthos). Outward: Europe via Marseilles (Porthos), 1.30 p.m.; Europe via Siberia (2 Arctagon), 1 p.m.

Wednesday.

(September 12th.)

St. Leger.
Seamen's Institute Whist Drive.
World Theatre: "The Light of Asia."
Queen's Theatre: "New York."
Star Theatre: "Alias the Deacon."
Tea Dance: H.K. Hotel, 4.30 p.m.

Thursday.

(September 13th.)

Light Seaplane Club Meeting.
J. and M. Board Room, 5.30 p.m.
Presentation to Mr. W. J. Hill Institution of Engineers and Shipbuilders, 6 p.m.
Queen's Theatre: "The Volga Boatman."
World Theatre: "Spoilers of the West."
Star Theatre: "The Fair Co-ed."
Tea Dance: H.K. Hotel, 4.30 p.m.

Friday.

(September 14th.)

Christian Fellowship Meeting.
Helen May Institute, 10.30 a.m.
Queen's Theatre: "The Volga Boatman."
World Theatre: "Spoilers of the West."
Star Theatre: "The Fair Co-ed."
Tea Dance: H.K. Hotel, 4.30 p.m.

Saturday.

(September 15th.)

Golf: Bogey Pool, Fanning.
Police and Prison Department Aquatic Sports V.R.C.
Baseball:—Senior Division: Filipino Club v. H.K. Baseball Club.
Queen's Theatre: "The Volga Boatman."
World Theatre: "Spoilers of the West."
Star Theatre: "The Fair Co-ed."
Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Outward: Europe via Marseilles (Kalyan), 10.30 a.m.

Sunday.

(September 16th.)

15th Sunday after Trinity.
Golf: Bogey Pool, Fanning.
Queen's Theatre: "The Volga Boatman."
World Theatre: "Two Arabian Knights."
Star Theatre: "The Midshipman."
Tea Dance: H.K. Hotel, 4.30 p.m.

Monday.

(September 17th.)

Queen's Theatre: "Chang."
World Theatre: "Two Arabian Knights."
Star Theatre: "The Midshipman."
Tea Dance: H.K. Hotel, 4.30 p.m.

Tuesday.

(September 18th.)

Sanitary Board Meeting, 4.15 p.m.
Queen's Theatre: "Chang."
World Theatre: "The Birth of a Nation."
Star Theatre: "Are Parents People?"
Tea Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Outward: Europe via Marseilles (Achilles), 2.30 p.m.

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THE HONG KONG DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BRISTOL LANE, FLEET STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

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18

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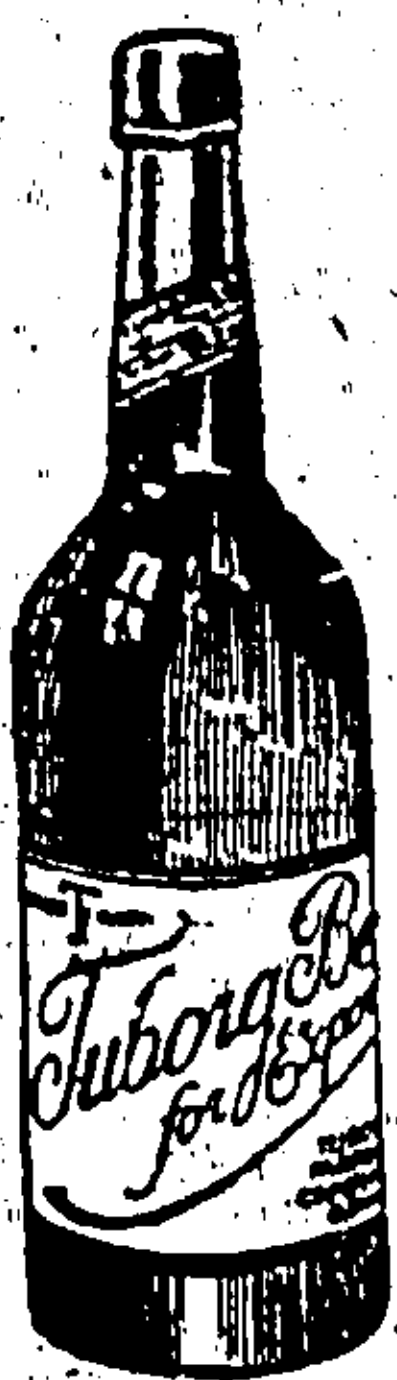
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BLACKMAIL AT THE SEASIDE.

INNOCENT MEN TER-
RORISED.
WOMEN DECOYS.

Seaside blackmail of the kind disclosed in the recent Brighton murder case is by no means confined to Brighton, though its organisation there was of an exceptional character.

Inquiries made by a special correspondent of *The Daily Mail* suggest one important piece of advice to all visitors to pleasure resorts: When accosted by affable strangers avoid their company.

Neglect to do this was the downfall of many a visitor to Brighton. There were five men and one woman known by the police to have been associated with this gang. Three are now beginning sentences of penal servitude for life after narrowly escaping the death penalty. It is hoped that their fate will be a warning to the other three, all of whom are known.

"Peeping Toms."

At the start of their career of crime the blackmail practised by the men of this gang was similar to that found in most seaside resorts. They were "peeping Toms." They lurked in lonely spots favoured by lovers, and having spied for a while appeared and demanded money under the threat of

(a) Personal violence; or
(b) Following the woman in the case home and exposing her.

Many men quite innocent paid this blackmail rather than expose the woman to annoyance.

Later the blackmailers extended their operations. Two frequently took a boat and rowed along the shore near the beach at dusk or on moonlight nights, and thus discovered more victims, whom they threatened in conjunction with a confederate ashore.

By this time their existence was well known to the police, who shadowed them on more than one occasion but were unable to make any arrest because of the constant refusal of the victims to submit themselves to the publicity of the witness box.

When They Were Thrashed.

Once or twice members of the gang met with severe rebuffs. Once two young men, one disguised as a woman, "trapped" the blackmailers into making their usual charges and demands and then gave them a sound thrashing.

So far the history of this gang might be duplicated in almost every seaside resort, and in itself it should provide a warning to the most innocent young couples not to stray too far from the crowd. But at this point the original members appear to have come under the leadership of George Thomas Donovan—one of the three men recently convicted of murder.

Donovan was an expert motor mechanic, able to drive any make of car, and he had already been charged elsewhere with obtaining money by menaces. A young woman frequenter of the front at Brighton was added to the gang, and as at least two of the male members of the gang were of perverted moral character, there were three decoys.

Once a victim had been placed in any sort of compromising situation, innocent though he might be, other members of the gang appeared and the usual blackmail followed. They generally took care to find out beforehand who their proposed victim was and whether he was worth their attention by the simple process of picking his pockets.

An example of a case which actually occurred will illustrate the method.

Mr. X—his real name naturally cannot be given—lives in a town near Brighton. He was walking along the Brighton promenade one day when an affable stranger—one of the gang—asked him for a match, and with this method of introduction, invited Mr. X to visit a public-house for a drink. Mr. X agreed and there met two other members of the gang.

Drugged.

During a convivial evening Mr. X's pockets were picked. He was made unconscious through drink or drugs or both, driven home, and eventually left outside his own door by the gang who had by examining the papers taken from his pockets discovered his address.

A few days later Donovan called at his address, saying that he had come on an unpleasant errand, and asked Mr. X to see him privately. A charge was made and £10 demanded, which Mr. X unfortunately paid. Thereafter he went on paying £10 whenever demanded, which was about once a month, until the gang was broken up by the arrests on a murder charge.

Mr. X was only one of many victims on whom the gang made regular demands. "Well, he in wait for you, and 'bush' you if you don't pay up," was the usual threat, and it was actually carried out in many cases in addition to the one which ended fatally.

(Continued at foot of next column.)

THE HOUSE OF COMMONS.

LAST SESSION REVIEWED.
PREDOMINANCE OF
ECONOMIC QUESTIONS.
MR. BALDWIN'S HOLD.

The fourth Session of a Parliament is not the occasion upon which individual reputations are made or unmade. Its close is, however, a fitting opportunity to sum up the collective value of a body with so long a record of work and experience behind it, to note its tendencies, and to weigh some of its personalities.

Now that the purely political issues involved have been settled, the House has been able to resume its dealings with those industrial and economic problems which ever since the War have become more and more certainly the main business of Parliament.

An Active Exchequer.

The effect of the swinging back of emphasis to industrial and economic issues has been enormously to enhance the position of the Exchequer, which appears publicly as the originator of constructive policy, however much it may continue behind the scenes to be the sieve through which the constructive ideas of others must pass and by which they are blocked. Partly, no doubt, the explanation is that Mr. Churchill bestrides the narrow world of debate like a Colossus, but even if he did not the functions of his Department have been inescapably and enormously widened by the bare fact that a comparatively poor country is trying to do comparatively large things.

What have been the results of this concentration upon economic and industrial issues within the Conservative Party? The first is the revival of the prestige and authority of the Prime Minister. Nothing better has been seen during this Parliament than his pricking of the bubble of strife between the fiscal Bourbons and the reformist Girondins of his party.

While an explosion might have given off poison gas, what has actually been liberated is common sense, upon which the Prime Minister has been buoyed up again to the uncontested leadership of his own side.

He unconsciously inspires confidence and affection, because he never indulges in what friends might call consultation and enemies intrigue. The House of Commons knows that any decision at which he may arrive has been reached by an infinite capacity for taking pains without any logical short cuts, however brilliant, or any serving up of second-hand opinions. He may sometimes fail as a guide, but he is unsurpassed as a finger-post. It depends very largely, however, upon the party itself whether it can travel happily along the road he has just pointed out. For the journey to be successful two things are necessary. The first is that all the party, great and humble alike, should take the trouble to become word-perfect and question-proof on the scheme which has been marked out as their rallying ground. The second is that Ministers should pay rather more attention to the work of their Departments and rather less to the pushing of this or that aspect of general policy.

Ministers And Others.

As regards other Ministers, a Session which has been so largely concerned with his own work might have been expected to mark the striking advance of Mr. Churchill. He has indeed, in spite of the handiwork of illness, done his party full justice. Nevertheless it would be idle to deny that there is always an undercurrent of coolness towards him among his own party, which may best be expressed by saying that they are far more ready to admire him than to like him. Sir William Joynton-Hicks has also been very much in the limelight, but it has paled rather than rewarded him. He fails to reap the due reward of his sincerity, because he does not combine it with sufficient simplicity, and because

(Continued on next column.)

Perhaps the strangest fact which emerges is that although the police knew the names of many of the victims and promised that their names would not be disclosed if they would give evidence then one and all refused. The gang had picked their victims with care; they were all men easily terrified by the dread of exposure or violence.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

	Recd., Sept. 9th.
Paris	124.25
Brussels	34.90
Amsterdam	12.104
Berlin	20.38
Copenhagen	18.10
Vienna	34.421
Helsingfors	1921
Lisbon	107 1/2
Bucharest	800 1/2
Buenos Aires	47.11/32
New York	4.83.3/32
Geneva	23.19
Milan	92.70
Stockholm	18.13
Oslo	18.19
Prague	1933
Madrid	29.29 1/2
Athens	37.34
Rio	5.29/32
Bombay	1/5.37/32
Yokohama	2/7 1/2
Shanghai	2/0
Hong Kong	29.9/16
Silver (spot)	23.11/16
Silver (forward)	

his courage is liable to become indiscretion. Sir Austen Chamberlain has had few chances, but his review of foreign affairs was an impressive piece of work. Mr. X. Chamberlain and Sir Kingsley Wood remain the best Departmental tandem in the Government. Elsewhere the experiment of giving young men their chance has proved most successful. Mr. Detterton has been much better than a substitute for his chief during the latter's illness. Major Elliot, who was called in to assist the Treasury during financial debates, has shown that some day Scotland's loss will be somebody else's gain, and Mr. Duff Cooper has proved himself as quick in debate as one of his own whippets in the field.

Among the rank and file Mr. T. J. O'Connor and Captain Macmillan have preserved their ascendancy, and they and their friends, as the intellectual Life Guards of the House, can claim much of the credit for the continued vitality of the House. Of the older members, Major Glyn had a considerable triumph over his Racecourse Betting Bill, and can thank his own hard work for much of it, while the icy and concise oratory of Sir Edward Hilton Young has nipped many a sophistry in the bud.

The ineffectiveness of the Opposition continues to be the chief obstacle in the way of the recovery by Parliament of its prestige. Whether or not Mr. Maxton succeeds in founding a new school of thought outside his disciples within the House, he has been quite unable to arrive at their manifest unpopularity with their own Front Bench, although Mr. Maxton personally is more popular with members than he is likely to be with many other audiences. Perhaps the collapse of the extremists is but a reflection of the trend of events outside Parliament away from their methods and ideals, and perhaps it is due even more to the fact that when the House of Commons does set its mind to the industrial and economic problems to which, if to any, their ideas are relevant, it insists upon having something practical. The Front Bench have, on the whole, gained by not having to glance behind them. The vanguard of Mr. William Graham have occasionally shown in quite a palatable and amusing way that Mr. MacDonald has found it less necessary to drown intellectual qualms with oratorical shouting; and Mr. T. Johnston remains their best recruit.

The Liberals have found little to interest them, and have been of little interest. Mr. Lloyd George's appearances have been too rare for it to be said whether he has advanced or receded in the estimation of the House, although the few missiles he has thrown at the Government have generally proved boomerangs. On the whole, Mr. Runciman is the Liberal leader to whom the House listens with the greatest respect. Of the newer arrivals, Major Crawford has made one excellent speech, and he and Mr. Hore Belisha have been unaffected by the party lethargy.

No review, however cursory, of the personal successes of the Session would be complete without mention of the new Speaker. It was a difficult task to follow Mr. Whitley, from whom the House parted with such unfeigned regret, but Capt. Fitzroy, although he has not yet been severely tested, has already shown that the task is not impossible. After the singling out of personalities there remains the still more invidious task of estimating the quality of this House of Commons as a whole. Fortunately it is possible to say that it is a good, hardworking House, which has surmounted a remarkable degree of the handicaps of a large majority and an uninspired minority within the House and a most anxious and intractable industrial depression outside. Its average quality gives no colour to the alarming theory that politics have ceased to attract ability. Nevertheless it is, in a very real sense, still on its trial. Its place in history will not be secure until it has shown a determination not merely to evolve policies, but to give the new electorate which it has created a chance to understand the policies which it has evolved. *The Times.*

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

SEPTEMBER 10TH, 1928.

A.B. Banks	\$1,295 buy.
Do. London	\$1,381 nom.
Chartered Banks	\$231 buy.
Mercantile Banks, A. & B.	\$238 nom.
Do. O.	\$214 nom.
P. & O. Banks	\$21 nom.
East Asia Bank	\$77 buy.
Canton Insurance	\$690 buy.
Union Insurance	\$339 buy.
North China Ins.	Tls. 146 buy.
Yantai Insurance	Tls. 150 nom.
China Underwriters	\$255 nom.
China Fire Insurance	\$270 buy.
Hong Kong Fire Ins.	\$300 sel.
Do. (Sigsbee)	\$344 nom.
H.K. Steamships	\$24 sel.
H.K. Tugs	\$3 nom.
Indo-China (Pref.)	\$35 buy.
Do. (Def.)	\$72 buy.
Shall Transports	\$110 nom.
Waterboats	\$314 buy.
Benguet	\$215 buy.
Kailan Mining Admin.	\$5 nom.
Langkai (combined)	Tls. 14 sel.
Do. (single)	Tls. 8 sel.
S'hai Explorations	Tls. 2.45 nom.
Shanghai Loans	Tls. 34 nom.
Ranbe	\$41 buy.
Trench Mines	\$178 nom.
H.K. & K. Wharfs	\$133 nom.
H.K. & W. Docks	\$37 nom.
China Providents	\$34 buy, 5.90 sel.
Hongkong	Tls. 156 nom.
New England Savings	Tls. 100 nom.
Shanghai Banks	Tls. 100 nom.
Kwo Cottons	Tls. 9.10 buy.
Oriental Cottons	Tls. 2.40 buy.
S'hai Cottons (old)	Tls. 514 nom.
Do. (new)	Tls. 272 nom.
H.K. & S. Hotels	\$3.80 nom.
H.K. Lands	\$366 buy.
Shanghai Lands	Tls. 133 buy.
Humphreys Estates	\$15 buy.
H.K. Realities	\$14 nom.
H.K. Tramways	\$34.80 nom.
Peak Tram (old)	\$13 buy.
Do. (new)	\$6.85 nom.
Star Ferries	\$644 buy.
China Lights (old)	\$12.40 sel., 12.30 nom.
Do. (new)	\$12.10 buy., 12.2 sel.
Do. (1928 issue)	\$12 buy.
H.K. Electric (old)	\$52 buy, 52 1/2 sel.
Do. (new)	\$50 1/2 buy.
Macao Electric	\$263 buy.
Telephone	Tls. 8 nom.
China Bus	Tls. 11 buy.
Singapore Tractors	\$12 nom.
Do. (Pref.)	\$17.5 buy, 18/8 sel.
China Sugars	\$14 sel.
Malayan Sugars	\$17 nom.
Canton Iron	\$34 sel.
Cements (combined)	\$9.70 buy.
Do. (old)	\$5 buy.
Do. (new)	\$14 nom.
H.K. Ropes (old)	\$6.35 acc.
Do. (new)	\$6.30 nom.
United Alabaster	\$5 sel.
Dairy Farms	\$32.35 buy.
Watsons	\$144 sel.
Der A Wings	\$6.50 nom.
Lane Crawford	\$22 buy.
Macintoshes	\$20 nom.
Sinners	\$24 buy.
Wm. Powells	\$3.55 buy.
H.K. Amusements	\$23 buy.
H.K. Conservatories	\$1.35 buy.
Byna Loans, G. & B.	\$44 buy.
H.K. Govt. Loans	\$767 nom. buy.

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INDIAN FILMS REPORT.

POPULARITY OF NATIVE PRODUCTIONS.

COMMITTEE PRAISE GENERAL INFLUENCE OF CINEMA.

PROGRESS OF BRITISH PICTURES.

The proposal of plans for developing the cinematograph industry in India, and the rejection of suggestions that special encouragement should be given to the exhibition of films produced within the Empire, are the outstanding features of the report of the Indian Cinema Committee.

The growth of the trade in imported films in India in the last three years has been remarkable. In 1925-26 roughly 14,000,000 ft. of films were imported into India. In the following year 17,500,000 ft. were received, and in the 12 months ended March 31st last the figure had grown to 22,750,000 ft. There is a substantial industry, chiefly in Bombay and to some extent in Calcutta, in producing purely Indian films; and in Rangoon a good number of Burmese films are made. The Committee find that Indian films are ordinarily more popular with Indian audiences than Western films, although educated Indians complain that Indian films are inferior in technique and artistry.

As yet the cinema habit has barely reached the rural population, which constitutes about 90 per cent. of India's 320 millions. The number of cinema-houses in British India is approximately 300, and it is estimated that only about 60 of them are in the Indian States. On the same ratio to population there would not be more than five cinemas in the London County Council area, nor more than eight in "Greater London." But the unlettered Indian peasant is by no means deficient in his wish to escape at times by way of "Eye Gate" from the monotony of daily life. The cinema could, indeed, play a valuable part in promoting adult education and the principles of health and other "nation-building" qualities in India, as the Committee fully realize.

The Cinema Habit.

How is it, then, that there are so few picture-houses in India? The Committee state that in the larger towns, and in those smaller towns where there is a good proportion of students or of the industrial labouring classes, the exhibition of films is ordinarily a paying concern, but that many of the *mojussil* (up-country) exhibitors are having a hard fight for existence. The causes of this discrepancy are partly economic, partly due to the novelty of the cinema habit, and partly to inexperience in the exhibitors. Very often the *mojussil* exhibitor is handicapped by the heavy rent he has to pay for his hall. There is a notable absence of circuits, and the distribution system is insufficiently organized. Travelling cinemas are few, and the Committee recommend an amendment of the law so as to provide the grant to these cinemas of an exhibitor's licence which, subject to certain safeguards, shall be current throughout the entire province. They also propose that in provinces where the entertainment tax is levied seats costing less than one rupee (1s. 6d.) should be exempted. The limit is high, considering how very cheap the seats must be if the necessarily frugal peasant is to be attracted. Two annas (2d.) spent on indoor amusement would seem to him an extravagance.

From one point of view the reports of the home producing industry are encouraging. Indian films are very profitable, and even indifferent ones yield a fair margin of profit. But the Committee hold out little hope of future expansion unless there is improvement in all branches of technique. It is shown that conditions for film production are favourable. The cost of production is low, and there is an abundance of magnificent scenery and of Oriental settings which can only be reproduced in the West at great expense. Production is, however, hedged in by a number of peculiar limitations, notably the limitations of the market. An Indian film which makes a good appeal in one part of the country often does not appeal in another owing to differences of culture and customs. There are also linguistic and communal differences, and the latter make the production of his-

The outlines of the key proposal for a Government of India Cinema Bureau with a mainly Indian non-official advisory committee were given by our Simla Correspondent, together with an indication of the dissent of the three European members from the recommendations of the three Indian members that Indian producers should be assisted by public loans, that public bodies should be authorized to finance the opening of cinema halls, and that a progressive quota system for Indian films should be established.

British Films in India.

The reasons given by the Committee for not recommending action on the lines of the resolution of the Imperial Conference favouring special preference or encouragement for films produced within the Empire are that the "indigenous industry" should be encouraged in every way; that the non-Indian grip on the industry should be removed; and "it is no good to India to substitute artificially one class of non-Indian film for another." The chances are slight of Indian films finding a market in the West equal to that which Empire films can find in India.

The report takes note of the danger of estranging foreign film-producing countries (America alone provides four-fifths of the imports) and makes the observation that no artificial aid is needed to advance the British film trade in the country. India is already taking an amount of British films which, in proportion to the output, is substantial. The old and strong sentiment and connections of commerce between the two countries give British films a distinct advantage in India. The report heartily approves the exchange of Empire films of educational merit suggested by the Imperial Conference, with the remark that India stands to gain a great deal on account of the vast illiteracy of the country, by having more films from the Empire and other parts of the world showing conditions of life in those countries.

The chapter devoted to "social aspects and control" shows keen jealousy for the good name of India, and is of profound interest. Censorship, which should in future be directed by a Central Board to be located in Bombay, is held to have been worked fairly well in the past, though the machinery is described as capable of much improvement. The Committee take strong exception to the complaints frequently made that the general effect of Western films in India is evil. It is stated that the great majority of films are certified for public exhibition in no way tends to demoralize the Indian public or to bring Western civilization into contempt. Time and education, the latter partly to be supplied by the cinema itself, are the best remedies for any misunderstandings that may arise. The fact that the police evidence is unanimous in saying that the cinema does not incite to crime is described as proof of the soundness of the canon of censorship for criminal propensities and of its adequate enforcement. "Most of the criticism of the censorship has been of a general nature and much of it ill-informed, having its origin outside India, and coming from persons who were either not conversant with Indian conditions or who had fixed convictions not based on facts. Trade propaganda has been a source of criticism."

Nevertheless the Committee see room for improvement in certain directions. The censorship might be tightened up in such matters as scenes showing passionate love-making, or drinking bouts, or scenes suggesting immorality, and so on. "Such scenes tend to demoralize impressionable youth of all races and countries." The complaint that too much delicacy is shown to communal, racial, political, and even colour considerations is in the view of the Committee not altogether ill-founded. They do not believe, for instance, that a historical film picturing incidents, say, of the French Revolution, will incite any ordinary member of an Indian audience to attempt to overthrow the Government. The idea that a film should be banned merely because the subject matter may be over-subtle analogy be interpreted as having reference to current questions should be deprecated. A too great sensibility on the part of the censor or the administrative officers to frivolous objections is more likely to encourage undesirable discussion than to discourage undesirable tendencies.

It is pointed out that no small amount of the existing criticism arises not from actual acquaintance with a given film, but from the disturbing suggestion of posters, that posters need stricter control, but pre-censorship would be administratively difficult and most inconvenient to the trade. It is proposed that the magistracy or police should be given power to direct any objectionable poster to be removed forthwith.—*The Times.*

SARAWAK TRADE.

FAVOURABLE BALANCE MAINTAINED.

A YEAR OF QUIET PROSPERITY.

The total value of Sarawak foreign trade during 1927 was \$72,415,000, and the balance in value of exports over imports was \$27,043,000, reports the State Commissioner of Trade and Customs. There was a decrease of \$5,247,000 in the total value of foreign imports and exports, as compared with 1926. Extracts from the report are given below:

Rice, the largest imports, shows a further increase this year of 91,600 piculs valued at \$353,000, the total imported now being practically 435,000 piculs of 25,000 tons. Certain recommendations have been made for the importation of rice planters from other countries to demonstrate improved methods of cultivation in suitable outstations and for the increased planting of cassava throughout the State as an additional foodstuff and substitute for rice in times of scarcity. These proposals are still the subject of investigation.

Kerosene and Power Stations.

Kerosene oil imports totalled 110,020 cases valued at \$620,000, nearly 12,000 cases and \$91,600 more than in the previous year. In this connection it is interesting to note that the value of electrical goods and apparatus imported increased by \$37,000, though the value of oil-lamps decreased by \$10,000, pointing to an increased use of kerosene by motor launches and in cogulation of jelutong being offset by the decrease in its use in Kuching, Sibin, Miri, and other places now supplied with electrical power stations for lighting purposes.

Imports of motor cars and lorries were valued at \$186,000, some \$60,000 more than in the previous year—while the value of accessories for these vehicles fell in value by an approximate amount.

Increased Prosperity.

It may be taken therefore that, except for considerable decreases in the value of machinery and other manufactures of iron and steel and in opium, and cloth, these returns reflect a year of increased prosperity for the State as a whole, owing to an augmented population largely composed of peaceful and agriculturally employed immigrants from China.

Plantation rubber increased in volume of export by 22,500 piculs to a total of 188,146 piculs, or 11,220 tons. In spite of this increase, occasioned by further considerable areas of native holdings coming into bearing during the year, the production decreased in value from \$18,073,000 by \$374,000, to approximately \$17,699,000.

There was a small increase in the volume of sago flour exported, which amounted to 265,600 piculs, or 13,280 tons, but the total value of this export, our largest in volume, also decreased by over \$48,000 to \$1,543,000. Owing to abnormal market conditions the value of the exports of white pepper increased by \$537,000, the production only increasing by 1,100 piculs. Black pepper also shows an increase of some \$91,000 in value on a small rise of 300 odd piculs in exports.

It may therefore confidently be assumed that, though the drop of five million dollars represents some 7 per cent. of the total value of the volume of our foreign trade, this is no cause for alarm, but that the past year has, for producers, consumers and dealers alike been one of normal progress in relation to the world's markets which cannot but be regarded as satisfactory.

Features of Export Trade.

Exports of damar dating decreased by some 370 piculs and \$38,000 in value. Mata Kuching, however, showed a small increase of 300 piculs, and the volume of export of damar datat and laut increased by 3,500 piculs. The grading of these articles is improving locally and markets outside Singapore are being found for our product.

Copra, a comparatively modern product of the State in any considerable volume, and one which shows promise of great increase in the near future, maintained an export of some 30,000 piculs. Canees show an increase of 300,000 in number valued at \$13,000 more than in 1926. First quality rattans have decreased by 1,900 piculs valued at \$17,000 while export of the lower grades has increased by 1,600 piculs valued \$108,000, as against \$98,000 during previous year.

The production of oil at Miri continued on a considerable scale, though the total value of the company's exports there decreased by \$1,638,000 on that given for 1926. Exports of benzine increased by 3,400 tons and crude oil by 53,700 tons, while kerosene decreased by 15,000 tons and liquid fuel by 114,800 tons.

Native Rubber Paying.

A review of these statistics leads one again to the opinion that it has been a year of quiet prosperity in Sarawak in spite of a considerable drop in the price of rubber which so largely affects our native population, without the heavy overhead charges of those under European management, it still pays them to work their own plantations; while, with our other more prominent industry, sago, conditions for the producers are not unsatisfactory, while both with this and pepper there is ample evidence of increased cultivation in the second and third divisions.

NILE WATER.

IRRIGATION CONSULTATIONS IN LONDON.

OF GREAT SIGNIFICANCE TO EGYPT.

Vast irrigation projects which mean much to the future of Egypt are being discussed between the Foreign Office and Ibrahim Bey Fahmi, the Egyptian Minister of Public Works, who came to England last month in furtherance of these schemes.

The precise significance of the present irrigation policy of the Egyptian Government, as indicated by the fact that, when the plans now in view are fully carried into effect, the cultivated area of Egypt will be increased by some two million acres. Instead of 5½ million there will then be 7½ million acres of cultivated land, yielding two or three crops every year.

In the complete scheme four great works are involved, but for the time being only two are being proceeded with, and the Minister of Public Works has already obtained preliminary estimates from several engineering firms.

A Sudan Dam.

The two works which will be first undertaken each involve an expenditure of approximately three million pounds. They are the construction of a dam at Gebel Aulia, south of Khartoum, and the raising of the Assuan Dam by 19 ft. A much greater dam at Gebel Aulia was at one time contemplated, but the idea has been practically abandoned owing to its enormous cost. As the site of Gebel Aulia is in the Sudan, and outside the territory of the Egyptian Government, this proposal naturally involves considerable consultation with the British Government, more especially as it may affect the water-supply in the immediate neighbourhood.

The question of the compensation due has been much discussed in the past and has been again raised during the present visit of Fahmi Bey. The presence of Lord Lloyd and of Sir John Maffey, Governor-General of the Sudan, was of considerable assistance to the Government in the negotiations.

Conserving The Water.

Apart from the Assuan Dam and Gebel Aulia projects, two engineering works of considerable magnitude are contemplated at a more distant date. These are the draining of the "Sudd" where the White Nile has its source, and the erection of a barrage at the exit of the river from Lake Albert itself. The "Sudd" region is a peculiar feature of the Nile, which causes the waters to spread over a vast area. The evaporation and infiltration which result are so great that the amount of water reaching Assuan is only half that which passes Mongolia near the Nile's source. The scheme is to build a canal some hundreds of kilometres long, which, it is calculated, would preserve most of this waste water for Egypt's irrigation purposes. It is, however, a serious engineering undertaking, which will take fifteen years to complete.

During the work on the "Sudd" the Egyptian Government will proceed with the investigation of the problem presented by the Lake Albert dam. This dam, according to present calculations, will raise the level of Lake Albert by 30 ft. It involves an expenditure roughly estimated at £1,000,000.

In the price of rubber which so largely affects our native population, without the heavy overhead charges of those under European management, it still pays them to work their own plantations; while, with our other more prominent industry, sago, conditions for the producers are not unsatisfactory, while both with this and pepper there is ample evidence of increased cultivation in the second and third divisions.

The oil-fields at Miri may be taken as a thing quite apart from the trade of the State as affecting the native population. The increase or decrease of production or the refinement of the product to this or that type of fuel or lubricant with consequent increases or decreases in value, large as they are in proportion to the whole trade of the country, have no effect on the other than there would be in the unlikely event of the closing down of the field, when a few hundred might be thrown temporarily out of employment.

EXPRESS HITS MOTOR LORRY.

WOMEN'S ESCAPES.

TWO MEN KILLED.

CAMBRIDGE, August 17th.

Two men were killed and a third was seriously scalded when the 10 a.m. London express from Cambridge struck a lorry at the Shepreth accommodation level crossing, on the London and North-Eastern Railway, seven miles from Cambridge.

The dead are:

Richard Henry Brown, aged 25, fireman of the express, of Suez-road, Cambridge; and Leonard Sparkes, aged 21, driver of the lorry, of Mill-road, Cambridge.

The driver of the express, Fred W. Williams, aged 32, of Hills-avenue, Cambridge, was scalded by steam from the overturned engine. He is in Cambridge Infirmary in a serious condition. Several passengers complained of minor injuries.

The express was travelling at about 80 miles an hour when the lorry, heavily laden with lime, tried to cross the works of the East Anglian Cement Company, Ltd. The engine struck it just behind the driver's cab, carried it 50 ft., and threw it, an unrecognisable mass of wreckage, to the side of the line.

"Like Drunken Man."

The train, covered from end to end with a thick dust of lime, then crawled along the track, in the words of an eye-witness, like a drunken man. It stopped with the engine on its side, facing in the opposite direction to that from which it had come.

One hundred yards of the track was torn up, and a horse-box next to the tender was completely smashed. The first coach toppled over on to its side, and the second fell on to its side, and the other two came over at an angle of 45 deg.

Mr. S. Waller, partner in the firm of Messrs. Waller and Woodham, whose nurseries face the line at Shepreth, said:—

There was a terrific crash. Flames from the lorry and clouds of lime, steam and smoke shot 30 ft. into the air. I saw the main coming along the line swerving like a drunken man.

The engine suddenly turned completely round, toppled on to its side, and lay in a cloud of steam and smoke. A horse calmly walked out of the wreckage of its box, unhurt except for a few scratches.

Driver Trapped.

The driver was thrown clear of the engine and was found crouching by the fence. I took him to Cambridge Hospital. He kept on saying all the way, "Is it my fault?" and I reassured him.

Mr. Charles Thurley, who rescued the driver, said:

His foot was pinned down by a fence which had been torn up by the engine, and a jet of scalding steam from a tap in the engine was striking him. I could not get to him at first because of the steam. He said, "Pull me out, mate," and I managed it the second time.

The first thing he said when I got him out was, "Where's my mate?" His mate was half-buried in coal, and he was dead when we got him out. The driver wanted to help, but we would not let him.

I saw two nuns and another woman in a coach which had nearly toppled over. The door was locked. I broke the glass and kicked the door in. They were badly shaken.

Dr. W. J. Young, of Harston, was one of the first on the rescue work. He took Miss Sotherton, of Corfe Castle, Dorset, to a Cambridge nursing home. He said:

She told me that a hole was knocked in the floor of her carriage. When it toppled over she clambered out unassisted through this hole.

Woman Rescued.

Mr. G. Dockrill, of Melbourn, said that the driver of the lorry was thrown out of his cab to the line. He added:

He was all in flames when I got to him. A woman passenger threw her coat over him and we took him to a siding, where we rubbed him with oil. We cut his clothing off him as soon as we could. He was terribly burned about the legs, face, hands and neck, and I knew he could not live long.

Mr. Williams, the express driver, told me in the infirmary to-night:

We were travelling at about 80 miles an hour and I never saw the lorry until I was about 30 or 40 yards from it. I blew my whistle, but the lorry driver did not appear to take any notice. I shouted to my mate, "Hold on, we're for it!" and jammed on the brakes. I remember striking the lorry, but little more.

Both lines were blocked for about two hours. Gangs of men with cranes were busily employed late into the evening. One line was cleared and the service was continued on this.

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Continuous 2.30 to 11.15.



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MILLIONAIRE GIVES PARK TO A CITY.

Death duties to the amount of £475,000 will be payable on the estate of Mr. Stephen Cliff of Western Flats, Wortley, Leeds, lord of the manor of Grayke, Easingwold, Yorks, who died on June 22nd leaving £1,323,901. He was chairman of the Mickfield Coal and Lime Company, Ltd., and of the Fradingham Iron and Steel Company.

He left his residence, Western Flats, and thirteen and a half acres of land for use as a public park, and also his collection of ivories and pottery, excepting china, to the Leeds Corporation. He also made many bequests to charities.

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THE AGRICULTURAL SHOW.

PREPARATIONS WELL IN HAND.

DETAILS OF POULTRY AND PRODUCE SECTIONS.

It is possible to say at this stage that the preparations for the forthcoming Agricultural Show in New Territories are well under way. A general meeting of the Committee was held last Saturday afternoon at Lady Ho Tung's experimental farm at Sheungshui to complete plans for the erection of the matcheds, to reach decisions on schedule of articles for exhibits in cereals, vegetables, poultry and eggs, etc. The Rev. H. R. Wells, O.B.E., presided and was supported by Sir Robert and Lady Ho Tung. Several new Chinese members attended for the first time and Major H. B. L. Dowbiggin, accompanied by Mr. and Mrs. F. Haslam and Mr. James Bullock, of the Dairy Farm, Pokfulam, were also present. The Committee felt especially gratified at the assistance that Major Dowbiggin, Mr. Bullock and Mr. Haslam have offered to the coming Show to be held in January 5th and 6th, 1929.

To Mr. Haslam, Manager of Messrs. Brunner, Mond & Co. (China), Ltd., the organizers of the Show in 1927 owed an immense debt of gratitude for the material support coming from his firm, and it is fortunate indeed to have Mr. Haslam maintaining the same keen interest this year.

THE SCHEDULE.

The schedule of articles for exhibit in both English and Chinese is now ready, which is divided into the following sections:—

- Fruit And Vegetables.**
- 1 Green vegetables (Chinese).
 - 2 Foreign vegetables.
 - 3 Roots.
 - 4 Fruits and melons.
 - 5 Rice.
 - 6 Other cereals and legumes.
 - 7 Sugar cane.
 - 8 General exhibits.

The Poultry.

Thanks are due to Mr. James Bullock for drawing up plans whereby poultry and eggs are to be judged. It is proposed to have the following classes for poultry:—

- 1 Turkey cock.
 - 2 Turkey hen.
 - 3 Goose or gander.
 - 4 Drake.
 - 5 Duck.
 - 6 Chinese fowl-hen.
 - 7 Chinese fowl-cock.
 - 8 Pen of fowls other than Chinese (i.e., cock and hen or two hens).
 - 9 12 eggs for market purposes.
- The proposed standard for a dozen eggs is as follows (the maximum marks to be awarded being given in brackets):—
- Shape and size (12) uniformly oval, and large (weight 23oz).
- Colour (12) uniform over entire shell for whole dozen.
- Condition of shell (12) clean and unsmudged, no wrinkles.
- Appearance at candling (14) clean and transparent, small air space.
- Quality of yolk (25) rich golden colour, should keep shape in water, no spots, but germinal disc.
- Quality of white (25) fresh, sweet, clear, viscous, glutinous. Two layers of different consistency. An egg must be broken for examination.

The following is standard for poultry. (The maximum marks being shown in brackets, for shape first, and colour second):—

- Symmetry (8) defects, leggy, blocky, unbalanced.
- Weight, size (6) defects, over, under, undeveloped.
- Condition (4) defects, slow, dull, dirty, poor, fat.
- Head (3 and colour) defects, flat, long, short, narrow, coarse.
- Comb (8) defects, over or under points, uneven, wrinkled, twisted, wrongshape, coarse, spike too high or low.
- Wattles (2), (4) defects, long, irregular, uneven, torn, coarse.
- Neck (3), (6) defects, long, short, too straight, bad hackle, hollow.
- Wings (4), (6) defects, high, low, large, small, broken, badly folded, feathers out, drooping, deficient.
- Back (6), (6) defects, narrow, flat, shallow.
- Body (3), (3) defects, narrow, too low, tucked up, crooked keel.
- Legs and toes (3), (3) defects, long, short, too feathery, knock-kneed, thin, crooked, injured.

(Continued on next Column).

GANG ROBBERS IN SINGAPORE.

SEQUEL TO THEFT OF \$39,000 WORTH OF JEWELS.

SINGAPORE, Sept. 1st.

Five men who are alleged to have composed the gang which broke into a house in Yio Chu Kang Road on July 17th and stole \$39,000 worth of jewellery were placed in the dock in the Second Police Court yesterday.

The evidence was to the effect that, at 12.30 a.m. the occupant of the house, Mrs. Lee Bek, heard a knocking at the back door and her grandnephew's voice asking to be admitted. The door was opened, and when he entered the lady saw that he was accompanied by four others. All were armed with knives, and one had a pistol. Her relative went to her jewellery boxes, which were completely emptied of articles to the value of approximately \$39,000, each robber, including her relative, filling his pockets. She could not identify the second accused as one of the robbers. She was locked in the hall, and when she emerged on hearing the robbers leave she was told that a man-servant, had been dragged by them along the road and thrown in a ditch.

A Taxi Driver's Story.

A Chinese taxi driver stated that at 12.30 a.m. on the day in question four men hired his taxi at Joo Chiat Road to go to Bras Basah Road. He could identify three out of four of those men.

Court Inspector Farquharson stated that \$8,000 worth of jewellery had just been recovered from a Penang pawnshop with tickets found in the fifth accused's possession. He applied for a postponement in view of this development. Nothing of any value, among the stolen property had hitherto been discovered.

His Worship allowed bail in \$2,000.

Objection To Bail.

Court Inspector Farquharson: Your Worship, I strongly object to bail. These men actually took the police to the place where the jewellery was sold.

Mr. Demuth (for second accused): My client is in the unfortunate position that he cannot give evidence. But I will tell the court what his explanation is. He was asked to keep some things contained in a tin, and refused. Without his knowledge the tin was placed in his premises.

The fourth accused applied for bail.

Court Inspector Farquharson: They are asking for bail because they have the jewellery behind them. How is No. 2 a man out of work, to get bail, otherwise?

His Worship: Tell the fourth accused I will consider his application for bail.

The fifth accused (the grandnephew) asked for a return of the cash found in his possession.

Inspector to Judge: He certainly cannot have that.

The postponement, to Tuesday afternoon, was taken at this stage.

Mr. Bullock has offered to put up a prize of \$25 for the exhibitor gaining the most points in the Poultry Section.

Official Patronage.

It is pleasing to mention also that H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.), has presented a prize to the Show. Major Dowbiggin in presenting at the Committee meeting previous on behalf of His Excellency a cheque for \$25 stated that the prize is to be awarded according to the recommendation of the Committee. It has been proposed that this prize should be awarded to the district that has entered the greatest number of exhibits, regardless of prizes. The Committee has addressed a letter to His Excellency, Mr. T. Southorn, thanking him for the presentation.

Improvement In Vegetable Crops.

According to a report laid before the Committee, there has been a great improvement in the quantity of vegetables produced as compared with last year in the New Territories, and these vegetables produced under the supervision of the Committee workers are sold in the markets of the Colony.

The next meeting of the Committee will be held on Saturday, October 27th, at 2.30 p.m., at Sheungshui.

AN OLD MAN'S TALE.

HELD PRISONER FOR TWO YEARS.

CLANSMEN ACCUSED OF VILLAINY.

EXTRADITION PROCEEDINGS.

An extradition case of a very unusual nature was heard by Mr. R. E. Lindsell, at the Central Magistracy yesterday, and concerned an application from the Canton Government for the handing over of a Chinese named Lo So Wai who is alleged to have kidnapped an aged Chinese, Leung Cho Yeung, alias Leung Ah Shuen, from his village at Mau Ying Fong in the Sun Wui District in July 1928.

Mr. H. Somerset Fitzroy, the Assistant-Attorney-General was in charge of the case.

Leung Cho Yeung, alias Leung Ah Shuen, the old man who was kidnapped appeared to be very weak and shaky and although given a chair in the witness box he held firmly to a long bamboo stick for support. The effort of ascending the witness box steps took a lot out of him and it was some time before he could muster strength to answer to his name. Throughout his evidence he coughed deeply and his frail health was not to be wondered at after he had slowly related his hardships during his two long years of captivity. The old man was mentally very alert and had one or two passages with the interpreter when he was asked to repeat any sentence. Once the old man turned away and said impatiently: "Ah! you are so dense."

Made To Walk Ten Miles.

Witness said that he was 65 years old at the time he was kidnapped. He was in the habit of going to the village watch-tower to sleep at night and on July 6th, 1928 at about 9 p.m. he approached the tower door with his oil lamp. Arriving at the door the reflection of his lamp shone on a band of men whom he at once knew to be robbers.

He was soon overpowered although, as he said, he put up a struggle. After having bound his hands, he was hoisted onto the back of defendants who was one of the six robbers. Witness cried out to the best of his ability but nobody came to his aid. However, he had a vague recollection of hearing his rifle being fired. As soon as the band was well clear of the village he was made to walk and pulled along by a cord which was tied round his neck. After about ten miles when his strength gave out he was put in a "chair" and carried the rest of the journey—some twenty miles—to a place called Chak Ng where they arrived the next day at 2 p.m.

Questioned as to the fugitive, the old man said that he was one of the four men that walked ahead.

At Chak Ng he was imprisoned in a hut with three other captives. His feet were fettered and he was unable to escape. The place was kept dark while a guard was always on duty outside.

The old man said that the guards were not the kidnapping gang but were fresh men employed for the job; none of them remained at the place.

Some months later he was given a draft of a letter asking for \$39,000-ransom which was composed and written by the fugitive with orders to copy same into letter form. This he did, and both the draft and letter were taken by the guard. He understood that it was to be posted to his family.

During his confinement occasional raids by troops were made and in consequence of which he and the other captives were dragged off to the mountains. After the troops had given up the attack they were re-imprisoned in the hut. One of his fellow captives died.

During the whole period of his captivity—some twenty-two months—he only saw the defendant twice and this was within the first three months of his imprisonment. On each occasion the fugitive came to the hut to smoke opium and the witness said that he saw him through a crack in the wall.

After the 22 months he was taken to the town of Chui Ho where he was released. He did not report the matter there to the authorities because he was "all broken up."

The witness said that he knew the defendant and that he was one of the robbers. "He has lived in the village of Mau Ying Fong all his life and does not work for his living," said the old man.

Unlucky In America!

It was put to the witness that he had been aboard in his younger days. The old man replied that that was so. He went ten years in America from whence he returned some 30 years ago—but penniless.

The old man was also questioned as to his means and if he owned any property or money. He evidently disliked this line of inquiry and hesitated to reply.

The Magistrate: "We don't want your money here. Don't be afraid."

(Continued on next Column).

FRENCHMAN "WANTED" BY COCHIN GOVERNMENT.

EXTRADITION ORDER SUSPENDED.

DOCUMENTS ON THE WAY FROM SAIGON.

A Frenchman who was described as "wanted by the Cochinchina Government, at Saigon for the alleged uttering of forged documents" was before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon for the formal order of extradition.

Mr. H. Somerset Fitzroy who was in charge of the case asked his Worship to grant a week's remand. They had received an application from the Governor General of Cochinchina for the extradition of the defendant. However, one or two things were necessary before H.E. the Governor of Hong Kong will give his formal approval. The application received would show that the defendant did on certain dates utter forged documents at Saigon, but up till the present the Police had not received any further documents or evidence of the crime committed. They had telegraphed to the Saigon Government and expected the necessary information in a few days time.

The Magistrate accordingly made the order for the defendant to be remanded in prison until 10 a.m. next Monday.

Asked if he had anything to say, the defendant told his Worship that he had been arrested in Singapore on this charge and as no evidence was given against him he was discharged. The Magistrate ignored this statement as irrelevant to the application coming from the Cochinchina Government and repeated the order for remand.

THE SPIRIT WHO SWEARS.

SIR R. GREGORY'S DOUBTS.

Sir Richard Gregory, the editor of *Nature*, explained to a *Daily Mail* reporter the reasons why he does not regard as conclusive the proofs advanced by Dr. R. J. Tillyard of the survival of human personality after death.

In an article (which we quoted on Saturday) Dr. Tillyard, who is head of the Entomological Department of the Australian Government, described experiments by means of which thumb prints of spirits were alleged to have been obtained. Sir Richard Gregory said: "I say that it has never been established to the satisfaction of any scientific mind familiar with the nature of sound and speech that a spirit voice can be produced entirely independently of the medium or of some other human being producing the sound, consciously or not."

The assumption that a spirit can mould ectoplasm into the shape of larynx or mouth cavity, by which ordinary speech is produced by the passage of air through them, is one that physicists are unable to accept without absolute proof. There is no sound without substance. In a vacuum sound is impossible.

When it has been proved that sound waves can have their actual original in a spirit, so as to produce what is called speech by direct voice of a spirit, the most important manifestation of spiritual communication will have been established.

The witness said he had had more luck since his return from America. The Magistrate: You were more fortunate in China than America!

"A Quarrelsome Old Skylark"

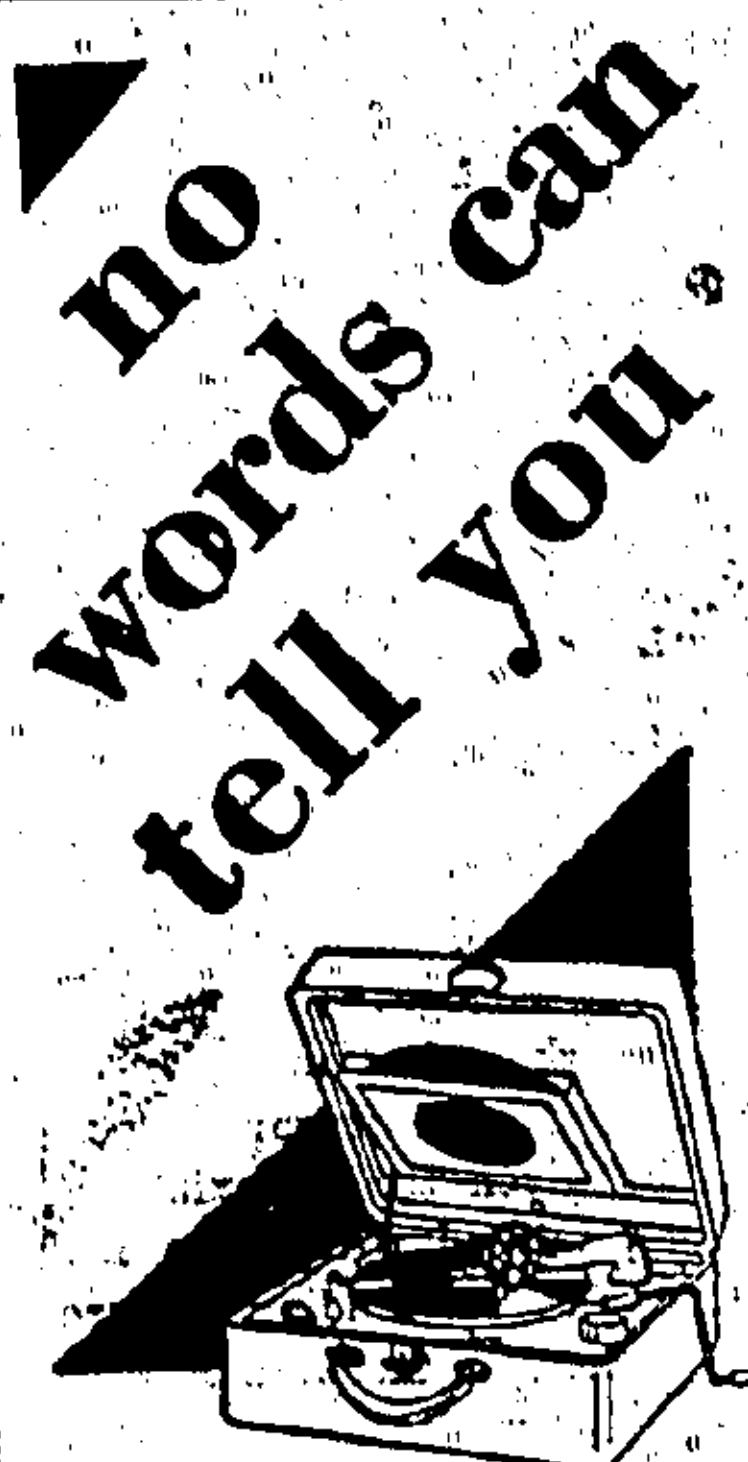
Asked if he had anything to say for himself the fugitive denied that he was connected with the robbers and declared that at the time of the attack on the old man he was living in the Colony at No. 4, Lai On Lane, second floor. The witness had accused him of the kidnapping because of a grudge which arose from a quarrel between himself and the old man. He proceeded to give a description of the venerable sufferer which painted him as a black-hearted old skylark.

The complainant was well off and was a very hard money lender. Whenever payments fell into arrears he always foreclosed on the security which was generally rice fields.

The old man was accused of having appropriated the Ancestral Funds, which were contributed to by "outport" relations to the extent of \$15 a year. This was generally divided amongst the clansmen at the end of each year. It appears that the clansmen had asked the old man—who was in charge of this Ancestral Fund—for their shares. They were refused on the grounds that the term had not expired. This was the cause of the complaint made against him by the old man.

In reply to this statement, the old man gave a somewhat vague explanation of the Fund and said that he had phatically refuted everything that the fugitive had said. He admitted, however, that he and the fugitive were clansmen.

The case was adjourned.



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CINEMA NEWS.

"NEW YORK" AT THE QUEEN'S.

The roar and glamour of the American capital are vividly depicted in the Paramount picture, "New York," at the Queen's to-day and to-morrow. The great city, with its night clubs, police courts, and jostling side-walks, is the setting for the love story of a man of the East Side, and a beautiful girl of wealthy society. A dramatic incident is a murder trial based on an astonishing series of circumstantial incidents. Luther Reed, who directed "The Ace of Cads," is responsible for "New York," which has a large cast, headed by Ricardo Cortez, Lois Wilson, Wm. Powell, Estelle Taylor and Norman Trevor.

"The Light Of Asia"

"The Light Of Asia" will be shown again to-day and to-morrow at the World Theatre. It tells the story of the life of Gautama Buddha, the king's son who gave up the pleasures of a splendid court that mankind might be served. Colourful scenes of court life and a contest in a mighty arena where princes are gathered to compete for the hand of a beautiful princess are depicted with a wealth of pageantry.

A Paris Fraud.

"Alias the Deacon," a blend of comedy, drama and pathos, is showing at the Star to-day and to-morrow. Joan Harsholt gives a performance of much delicacy and restraint in the role of a seemingly pious old man who is really a clever card sharper. June Marlowe and Ralph Graves are the girl and boy for whom the amiable old "Deacon" sacrifices so much. Much of the charm of the picture, which was adapted from a famous stage play, is due to the able direction of Edward Sloman, remembered for his work with "The Old Soak" and "His People."

THE YOKOHAMA SPECIE BANK, LTD.

The Yokohama Specie Bank, Ltd., inform us that they are in receipt of a cablegram from their Head Office, to the effect that, at the 97th Half-yearly Ordinary General Meeting of the shareholders held at the Head Office of the Bank at Yokohama on the 10th inst., a net profit of Yen 18,281,611.38 including Yen 7,223,636.48 carried over from last account was shown. It was resolved to pay a dividend of 10 per cent. (amounting to Yen 5,000,000) for the half year ended the 30th June, 1928, to add to the reserve fund Yen 3,000,000 and to carry forward the sum of Yen 8,281,611.38 to the next account.

NO EARRINGS.**ANOTHER VETO FOR
CANTON BEAUTIES.****ORDER FROM NANKING.****[FROM OUR CHINESE CORRESPONDENT.]**

CANTON, September 10th.

Mr. Liu Tsoi Pu, formerly a magistrate in the Sze-yap districts, now Commissioner of Civil Affairs in Kwangtung, is following the example of Mr. Chu Chia Hua, President of Sun Yat Sen University, and setting himself up as a reformer and censor of feminine habits and dress.

Mr. Liu, on instructions from the Nationalist Minister for Home Affairs at Nanking, has just issued an order forbidding Chinese girls to prick their ears for ear-rings. Mr. Liu has addressed his order specially to the girls of Canton, through the Canton Mayor. The worthy gentleman does not appear to realize that the practice has long been abandoned by the younger generation, whose bobbed hair and short skirts should receive more notice than the ear-rings which are now conspicuous by their absence.

It may be recalled that Mr. Chu, the acting President of Sun Yat Sen University, recently ordered all his girl students to loosen their small jackets used for binding their breasts in the interests of the Chinese ideal of beauty. Mr. Liu's order will be easier to enforce than Mr. Chu's about which certain practical difficulties arise in the matter of administration.

Canton girls have always been noted for their daintiness as well as their dandy beauty and these two gentlemen will find the way of reformers is very hard.

BIG FIRE IN CANTON.**125 HOUSES DESTROYED.****HOW THE FIRE BRIGADES
WERE HELD UP.****A ROBBER SCARE.****[FROM OUR CHINESE CORRESPONDENT.]**

CANTON, September 9th.

A big fire broke out in the Fong Chuen suburb of Canton, on Saturday, and spread with such rapidity that the conflagration raged for four hours, destroying 125 houses before the fire brigade got it under control. Great excitement was caused in the City proper and fire brigades from all districts rushed to render assistance.

Enquiries revealed that the fire started at Sheung Tse Chic Street, Fong Chuen, at 3 o'clock in the morning, while everyone in the district was fast asleep. It was stated that the outbreak was due to defective electric wiring setting fire to some wooden furniture. The fire engines in the districts were soon on the scene and they were followed later by help from Honam and Fati, whilst the brigades in the city proper also turned out. Despite the large number of firemen at work the flames were hardly checked until about 5 o'clock and it was shortly before 7 that the outbreak was subdued.

ROBBERS ACTIVE.

Several gangs of robbers in the district, taking advantage of the confusion lost no time in rallying at Fong Chuen with the idea of making their way into the fire zone, to loot the refugees and shopkeepers, hundreds of whom had removed their account books and goods into the street. The alarming news that a large band of robbers was about to descend on them had the effect of terrifying the refugees so much that they fled to Honam, Fati and the City Proper. The confusion at this juncture was indescribable. Disaster was prevented, however, when large numbers of policemen, plain cloth detectives and the crews of gunboats rushed to help and picked up the refugees in the vicinity of the fire area, searching all suspected pedestrians. Order was thus restored but it was well after daybreak that the officials returned to their headquarters.

**POLICEMAN SWIMS FOR
HELP.**

The conflagration lasted for so many hours largely because the motor boats and smaller craft anchored near Fong Chuen got away into the mid-stream-fearing that they might be caught by the burning debris. Thus the fire fighters and policemen who intended to go over to the City proper to summon assistance were held up by the ferry service having been cut out. For more than an hour they were unable to communicate with the other side until eventually one of the firemen, who was a good swimmer, risked his life by swimming to a motor boat and after many difficulties arrived on the opposite shore and raised the alarm at the City Headquarters. The damage done by the fire is estimated at \$100,000.

**EVER-READY
BATTERIES.****INFRINGEMENT OF TRADE
MARKS.****CHINESE FIRM FINED.**

At the Central Magistracy yesterday morning the case was opened in which the Pak Ming Battery Company of 15, Nanking Street, Yaumati, are charged with infringement of the trade mark on "Ever-Ready" batteries, and with being in possession of batteries to which forged labels purporting to be the trade mark of the National Carbon Company of America had been attached and labels calculated to deceive.

A Different Solicitor.

The complainants are represented by Mr. G. S. Hugh-Jones. At the original hearing Mr. Leo d'Almada appeared for the defence but His Worship informed Mr. Hugh-Jones yesterday morning that Mr. d'Almada had received no further instructions. Mr. Hugh-Jones replied that he had received a message from Mr. A. E. Hall to the effect that he had been retained by the defence and wished for a remand. He (Mr. Hugh-Jones) replied to Mr. Hall that he could not consent to another adjournment to which Mr. Hall answered that he would be obliged to withdraw from the case.

Adjournment Refused.

The change of solicitors had been made, according to a Chinese, who claimed to be manager of the defendant firm, over the question of fees. He asked for an adjournment as not being conversant with the law he felt unequal to conducting his own case.

Mr. Hugh-Jones, for the plaintiffs, strongly objected to an adjournment on the ground of inconvenience to his client, who was remaining in Hong Kong on account of the case, and because the defence had ample time to instruct their solicitors.

Case Heard Ex-Parte.

Mr. Hugh-Jones asked the Court to find out from the defendant in what capacity he answered the charge.

The defendant replied that he was the manager of the firm.

Mr. Hugh-Jones: That's not sufficient. Unless he is a partner, he's got no status at all, except as a witness. If he is called as a witness, he must be called by someone.

The defendant, in reply to the Bench, said he was not a partner of the firm, but only the manager.

Mr. Hugh-Jones asked that the case be heard ex-parte. He queried if the defendant could be asked to disclose the names of the partners.

His Worship remarked that under the circumstances he could not ask the defendant to plead, as he denied being a partner. It would be rather irregular, continued His Worship, to ask him the names of the partners. His Worship then proceeded with the case ex-parte.

Case For The Plaintiff.

Opening his case, Mr. Hugh-Jones said it was very like the previous one. The Pak Ming Co. were not charged with actually applying false labels to batteries, although there was no doubt that it had been going on, as a quantity of unused labels and unlabelled batteries were found.

The quantity of labels seized was not as large as that in the previous case, but the offence was more serious as on their premises were found batteries bearing almost exact forgeries of the labels of the National Carbon Company.

Email Mispprints.

The batteries were declared to be those of "Ever-Ready" manufacture and the wording throughout was exactly the same as that on the complainant's trade mark, with the exception of one or two small errors in misprints and misspellings. They purported to have been manufactured in U.S.A. by the complainants.

(Continued on next Column)**WAGES CLAIM BY MING
YUEN EMPLOYEES.****FORMER AGENT REPUDIATES
LIABILITY.****UNSUCCESSFUL EXPERIMENT
ON SYNDICALIST LINES.**

The case in which 23 former employees of the Ming Yuen Gardens are summoning Leung Sik Pan, described as a director of the gardens, to recover \$750.20 due as wages was again before Mr. R. E. Lindsell at the Central Magistracy yesterday.

At the previous hearing, Mr. J. M. d'Almada Remedios, for the defence, submitted that he had no case to answer as his client was not a director of the gardens. Leung had been an agent of the management of the gardens, and the complainants therefore looked to him for payment of wages due to them. None of the other people formerly connected with the management of the gardens could now be found in the Colony.

At yesterday's hearing, Mr. Remedios agreed to the case being proceeded with on the understanding that it would not prejudice his contention that Leung was not liable. Mr. Remedios put in the alternative defence that the complainants had reimbursed themselves from the proceeds of the stock-in-trade of the syndicate which had run the gardens.

"The Workers Take Over."

One of the claimants stated in the witness box that after the gardens were closed down they went to the Secretariat for Chinese Affairs and were given authority to carry on the business themselves in an effort to raise money for their reimbursement. To do this they had to bring in fresh stocks of cakes and other refreshments, but after ten days they were obliged to give up as they lost about \$160.

In reply to Mr. Remedios, the witness admitted that during the ten days the business was carried on by them they had disposed of some of the minerals and tea left behind by the original management. Witness said he was unable to say how much of the original syndicate's stock was sold.

Pressed by His Worship, witness said that the sale of minerals and tea belonging to the original syndicate could not have amounted to more than \$100.

The Vanished Stock In Trade.

Mr. Remedios pressed for a full statement of all the stock-in-trade which the claimants had disposed of to be produced, as he said the value of these goods might amount to \$200 or even \$800, and it was prejudicing the defence if the claimants were not made to account for everything.

The witness stated he was unable to produce a statement as the books were kept by a man named Wong Man, who was not one of the claimants.

Mr. Remedios said he was able to produce Wong Man in Court, and the case was adjourned.

The defendants had not only good imitations but exact copies of the "Ever-Ready" labels; they had also infringed his clients' trade mark with labels identical in colouring which were marked "Ever-Bright."

Two batteries were handed up to His Worship for comparison of the trade marks.

At the afternoon hearing Sergt. Mottram gave evidence of a search of the defendant's premises on the 4th September when a quantity of batteries and labels were found. Lee Hung Yee, managing partner of Lee Brothers & Co., agents for the National Carbon Company of America, stated in the witness-box that he had been dealing in batteries for 12 years. Batteries were generally distinguished by the colour of the labels and if an "Ever-Bright" battery were handed to a customer who could not read English he might well take it for an "Ever-Ready." Even an Englishman might make the same mistake.

The defendants were convicted on all three charges, and fined \$100 on each charge. The defendant firm were also ordered to pay \$150 as solicitor's fees to the complainant, the fines and costs to be paid into Court before 4 p.m. The labels and batteries found by the Police were to be destroyed.

**SHIPPING COMPANY
SUED.****SECOND OFFICER'S CLAIM
FOR WAGES.****CHINESE NAVIGATION
METHODS.****\$100 FOR "LEADING THE
SHIP."**

Conditions and customs of the Chinese Merchant Service were discussed in the Summary Court yesterday afternoon before Mr. Justice P. Jacks, when Chan Tung Shing sued the Sui Sang Steamship Co., Ltd., for \$351. Of this \$254 represents the balance of the money alleged by the plaintiff to be due to him in his capacity as second officer and \$100 as a special fee for pilotage.

Mr. C. A. S. Russ represents the plaintiff and Mr. el Arculli is for the defendant firm.

Case For The Plaintiff.

Mr. Russ, for the complainant, said that his client was engaged as second officer of the s.s. *Sun Sai Kai* in January, 1928, at a salary of \$80 a month. He served until July 27th, 1928, in all six months and 27 days, and apparently drew his salary when he could get it (this was admitted by the defence) and had received in all \$160. He (Mr. Russ) had at the last minute received notice from Mr. el Arculli that the defence had paid into Court last Saturday, \$40 on a plea of tender. That he submitted, meant that the defence intended to plead that they were willing to pay what was owing but he wished to point out that the writ had been issued in July and that this defence had not been put forward until two days before the case was due to be heard. The sum of \$40 had never been mentioned in the correspondence on either side. He stated that the defence had made the most strenuous efforts to refuse him access to the books, and had, until the appearance of this \$40, denied that they owed his client anything. He had now received a list of the payments alleged to have been made to the plaintiff which showed that his wages had been paid most irregularly and on occasions denied by his client.

"If There Was Money He Paid Me."

Plaintiff, in the witness-box, said that his pay had been \$80 a month with board. Such money as he had received up to December 31st, 1927, had been paid at irregular intervals, these sums being paid to him at the Company's office (62, Connaught Road West) and he had invariably signed a receipt for the amount he got. Subsequent to December 31st, 1927, said the witness, "When I wanted money I had to go to the manager. If there was money he paid me, if not I had to wait."

A receipt book in which the first entry (a receipt from the Captain for his salary) was dated early in January, 1928, was produced in Court, and the various entries which referred to the complainant compared with the list provided by the defence. Mr. Russ gave the result as \$233.60 due to his client made up as follows: \$170 in arrears of wages, \$40.10 (Singapore currency) illegally deducted for doctor's fees, and \$23.47 claimed to have been paid during the early part of January not covered by the receipt book.

Very Dangerous.

With reference to the deduction for doctor's fees the witness said that when he was at Singapore he fell ill. The captain had seen that he was "very dangerous" and had sent for a doctor. Mr. Russ pointed out that such deduction contravened the Shipping Ordinance and added that he understood the defence admitted the deduction.

Mr. el Arculli: I admit nothing. With regard to the claim for pilotage the witness said that on August 28th, 1927, it was arranged that he should pilot the boat from Singapore to San Chow in Annam for which he was to receive \$100. Although he had many times asked for this money he was always put off.

Cross-examining the plaintiff Mr. el Arculli asked him if he knew that the Sui Sang Steamship Company had not come into existence until December, 1927.

The Captain engaged me and I know nothing of the Company.

Mr. el Arculli: You were paid up to the end of last year?—Yes. For all payments made you gave a receipt?—Yes.

Was this the general practice for the crew?—I don't know about the others, I always signed a receipt.

Mr. el Arculli put it to the witness that the receipt book applied only to money paid him in Hong Kong.

Witness: Yes, that is so, I once received \$20 for which I gave a separate receipt.

You did not know when you brought the action how much was due to you?—No.

Mr. Russ: His estimate was only \$10 out, My Lord.

"The Dirty Book."

A lively argument ensued between the two solicitors with reference to the small book in which the complainant had signed his receipts and on which his claim was based. Mr. Russ had spoken of it as the "wages book" and the witness had followed his example. Mr. Russ had also referred several times to a "dirty book," "apparently considered of much importance by the defence," from which the defence had compiled the list of sums paid which constituted their case. This book Mr. Russ had suggested might have come out of a dust bin and was worthless as evidence. The "dirty book," said Mr. el Arculli, was in point of fact the "wages book" (upon which the defence said they relied) and the small book called by them the "wages book" was in reality a receipt book.

Mr. el Arculli put it to the witness that he had had open access to this wages book (Mr. Russ's "dirty book") and that every sum entered in it had been checked by him.

Witness: That is not true.

A Man Of Experience.

The witness cross-examined with regard to his illness at Singapore said that he had overheard the agent, in whose house he was at the time, tell the Captain that he was "very dangerous" (i.e., very ill) and that it would be better to have a doctor.

With regard to the piloting he said he had no pilot's license, but he had knowledge of the passage from Singapore to Annam which neither the Captain nor the mate had. He believed that on European ships the compasses, etc., were better but that on Chinese vessels the man who had experience of a certain route was appointed to "lead the ship."

"Never Such Happens."

He had signed the ship's articles on December 23rd, 1927, for six months and his engagement should, therefore, have terminated on June 22nd. On July 16th he was told by the Captain that his services were not required after the 20th and to go to the Shipping Master's office to sign off. He had not signed off because his wages had not been paid.

Mr. el Arculli submitted that he was told to go to the Company's office and get the money owing to him and that to go to the Shipping Master's office and sign off and that was what happened.

Witness: No, I would not go and sign off because I had not been paid. Witness added that he had been to the office, however, and held a clerk that he had not intended to sign off.

Mr. el Arculli suggested that in June 23rd plaintiff had gone to the Company's office where he had been met by the Captain. The Captain had offered him \$90, and he (witness) had taken \$50 and asked the Captain to keep the \$40 until after he had signed off. This \$40 was the sum that had been paid into Court.

Witness: Never such happens! Why should I only take \$50 if they offered me \$90?

Mr. Russ: Was there any reason why you should do this?—No.

Witness agreed that the Captain had said something to him which mentioned the sums of Mr. el Arculli's fairy tale. He had said he (witness) had better get the \$90 Company's office and get the \$90 deducted as doctor's fees. Witness had objected, and the Captain told him to go and see the Company, but he had refused to do so as \$90 was not the correct amount owed him.

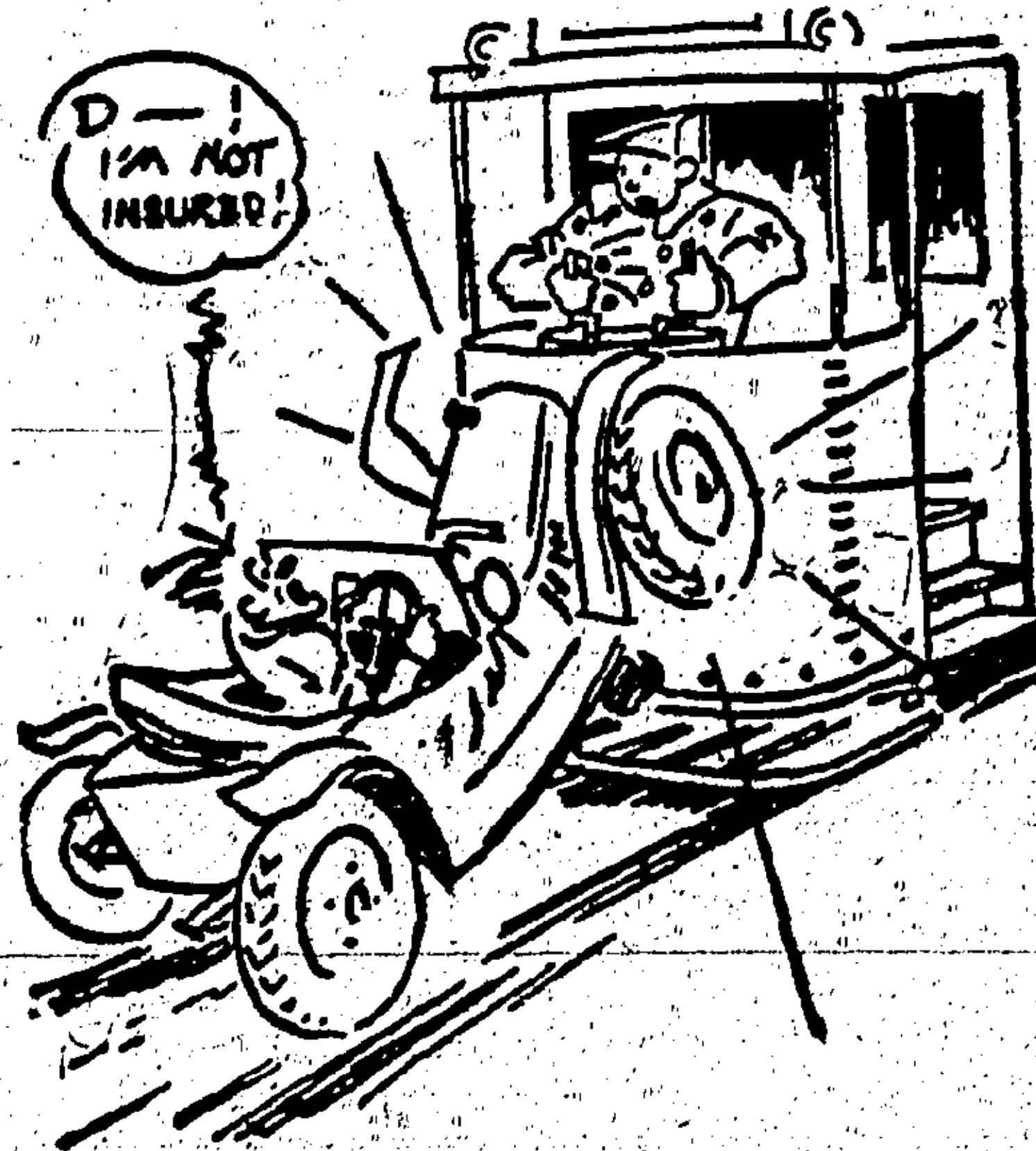
The case was adjourned till Friday.

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[A 73]

INTIMATIONS.

G. R. NOTICE.

HONG KONG WATERWORKS.

IT IS HEREBY NOTIFIED that on and after TUESDAY, the 11th INSTANT, THE SUPPLY OF WATER TO ALL RIDER-MAIN DISTRICTS will be controlled by bringing the RIDER-MAINS into operation and that WATER WILL BE TURNED ON TO EACH RIDER-MAIN Daily for Two Consecutive Hours. Information as to the Hours of Supply to any Particular Property may be obtained on application at the Office of the WATER AUTHORITY, the SECRETARIAT FOR CHINESE AFFAIRS, or at the TUNO WAI HOSPITAL. The Supply of Water to all Wharves in Victoria will be turned off on the Same Date and will remain cut off until Further Notice.

HAAROLD T. CREASY,
Water Authority.
Public Works Dept.
Hong Kong, 8th Sept. 1928. [6693]

CENTRAL BRITISH SCHOOL.

SCHOOL WILL RE-OPEN MONDAY, 17th SEPTEMBER.
Entrance Examination for New Pupils, FRIDAY, 14th SEPTEMBER, at 9.30 A.M. [6690]

NOTICE.

WE HAVE THIS DAY MOVED Our Office to KATAMAIL BUILDING, No. 22, QUEEN'S ROAD CENTRAL.
HAZELAND & GONELLA. [6688]

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 8th and on MONDAY, 8th OCTOBER, 1928 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB, and CAUSEWAY BAY STABLES.
Entries will CLOSE at 12 O'CLOCK Noon on SATURDAY, 22nd SEPTEMBER, 1928. [6688]

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By
PUBLIC AUCTION,

TUESDAY, WEDNESDAY AND THURSDAY, the 11th, 12th and 13th SEPTEMBER, 1928,

AT
H.M. NAVAL YARD, HONG KONG, AND AT
KOWLOON NAVAL DEPOT,
COMMENCING EACH DAY AT 9.30 A.M., WITH AN INTERVAL FROM 12 NOON TO 1.30 P.M.

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Steel Girders, Iron Reel, Davits, Vacuum Cleaners, Harmonium, Air Purifying Plant, Sewing Machine, Utter, Sampan, Whaler, Oars, Gigs, Punching and Shearing Machine, Old Lead Battery Plates, Electrical and Wire Telegraph Fittings, Glycoline, Old Electric Cable, Bakery Oven, Iron Mattresses, Water Closets and Pans, Hydraulic Jacks, Table Covers, Carpets, Old Steel Files, Tables, Chairs, Lamps, Camp Beds, Mattings, Fold-up Lavatories, Camp Beds, Leather and Metallic Hoses, Metallic Voice Piping, Old Canvas Tubing, Old Cordage, Old Coir Mats, Canvas Bags, Old India Rubber, Old Leather and Dextrine, Tarred Bags, Old Woollen Bags, Old Hessian, Old Cork, Coconut Mat, Matting, Asbestos Packing, Old Fenders, Old Felt, Old Iron and Steel, Old Scrap Brass, Copper, Lead, Zinc, Metals of Sorts, Brass and Gun Metal Boring, Zinc Bottoms and Zinc Ashes, Brass Tubes, Iron Blocks, Lamps, Lanterns, Ganges, Old Steel Plates, Old Steel Shovel, Old Glass, Old Steel Wire Rope and Cuttings, Dirty Mineral Oil and Oil Fuel, Chain Cable and Gear, Anchors, Forges, Compressors, Water Pumps, Brass Pipes, Old Bunking, Firewood, Baths, Vices, Hammers, Old Steel Tools, Circulating Pump, Motors of Sorts, Ebony Old, Drills and Tools of Sorts, Fans, Lathe, Lamp Kinds, Gymnastic Gear, Lockers, Saws, Circular, Indicators, Cordage Machine, Boilers, Wood Working Machine, Capstan Engine and Gear, Powder Bleaching Chests of Drawers, Douglas Engine, Binnacle, Steel Wire—Brushes, Tent, Waterproof Sheet, Drilling Machines, Trawl Winch and Spears, Etc., Etc.
Lots may be inspected on MONDAY, 10th SEPTEMBER, 1928.

OLD AND SURPLUS VICTUALING STORES

On FRIDAY, 14th SEPTEMBER, Comprising—Serge, Flannel Clothing Remnants, Sundry Articles of Men and Table Gear, including Electric Plate, Cutlery, Hardware and Table Linen, Clothing, and Condemned Provisions for Fowling Feeding, &c.
Terms of Sale—As detailed in Catalogue.

LAMBERT BROTHERS,
By Appointment Auctioneers
to the Admiralty.

Hong Kong, 28th August, 1928. [6682]

INTIMATIONS.

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TO BE LET OR SOLD—Commodious BUNGALOW at MAGAZINE GAP, near MOTOR ROAD, Good Garden. Private Garage. Apply Box No. 6673, c/o Hong Kong Daily Press. [6673]

FOR SALE.—TEAK STEAM LAUNCH, in First Class Condition. Just passed Government Survey. Length: 36 Feet. Suitable for Harbour work.
For further particulars apply to Box No. 6678, c/o Hong Kong Daily Press. [6678]

INSURANCE AGENCY.—A First-class British Office requires AGENTS for the Transaction of Fire Insurance for Hong Kong and Vicinity. Only Firms with established connections will be considered. Answers should be sent to Box No. 6679, c/o Hong Kong Daily Press. [6679]

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The Daily Press.

HONG KONG, SEPTEMBER 11th, 1928.

RETIREMENT.

A QUESTION which often agitates the mind of the English resident in Hong Kong is the very pertinent one about his place of retirement in England. Scots, Welsh and Irish are concerned for they also envisage the future and contemplate a home in England nearer to the heart's desire than Hong Kong with all its wondrous beauty. They generally look forward to England for in some way or other "home" whether it be in the provinces, in Wales, Ireland or Scotland becomes a sentiment to which we pay due homage but to which we seldom return after having once escaped from the domesticities and parochialism which oppress us when we renew acquaintance with them on our

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An essential feature of this final abode is accessibility to London; by that we mean ability to go to London and return home in comfort in one day. We may never avail ourselves of this privilege but to be deprived of it as a possibility would be to many almost unendurable. If there is the call of the East there is also this lure of London. That cosmopolitanism which is so strong a feature of Crown Colony life can only be satisfied in London and nowhere else. No doubt some get as far away as the Devon Coastal resorts or to Bournemouth, but such places suggest a permanent light heartedness and gaiety which must prove a strain to sober minded folk who have passed the prime of life in the heat of Hong Kong. Dancing, golf, bridge, and jazz are all very well as recreations, or as the by-products of an ordered existence, but as the main element of the year's life they soon pall, and create that ennui which is more deadly than a year devoted exclusively to work. Such towns as Bath and Leamington Spa are favourite places of retirement but they seem to suggest permanent invalidism and a devotion to one's own physical welfare, which may ultimately prove to be an object of absorbing interest but one that is hardly suited to a person who wishes to preserve his mental balance. Bath and Leamington and such places suggest old age, whilst, bath chairs, a regular diet and a strict routine of life, but they are not places for one in full possession of mental and physical powers, who has still some energy to devote

to serious work.

The old university towns are excellent stimulants from an intellectual and aesthetic point of view, for in term time they are such hives of activity that there are few who could not find some interest which would be roused and stimulated to further endeavour. Oxford is becoming the resort of retired officials. Its architectural charms and surrounding beauty add to the pleasure of renewing acquaintance with the interests of one's youth and it is the process of rejuvenation which appeals to those who, though grown old in service, have retained their youth of spirit. It is probable however that those who have adequate means of subsistence and a strong sense of social service will find a small country town best suited to their taste. Here the leisure they enjoy will give them the great advantage over others of serving the town or the county on the various committees which require men of every type of experience. This real for social service is still happily very strong in England and is undoubtedly one of the factors that make for stability because it establishes that contact between various groups which leads to understanding between them and to a solution of various difficulties. When Trotsky was asked what chances there were for a revolution in England a year or two ago, he said there were none whatever, for the ideal of social service was so firmly established that class hatred on a grand scale in England was impossible.

Here then is a field in which to expend the accumulated knowledge and wide experience possessed by the individual who retires from the colonies generally at an age which leaves him an ample store of energy. It is astonishing to think of the enormous quantity of potential service that exists in England among men who retire at fifty-five or sixty, who, in the light of present day experience, can still be considered virile. The not use of it, or the misuse of it quickly ends in disaster and it is for men to think over the problem carefully if they are going to make a big success of their retirement as they have done of their life's work beforehand. Unfortunately such consideration is not always given with the result that an excellent man too often becomes an *inutile fardeau de la terre*, or useless burden of the earth, instead of an ornament to society.

During the week-end one case of small-pox and one of enteric, both Chinese, were reported.

Dr. Loo Hsing Yuan, ex-President of the Provisional Court at Shanghai, has arrived from Canton and is now staying in the King Edward Hotel.

Central British School, Kowloon, re-opens on Monday, Sept. 17th. The entrance examination for new pupils will be held at the School at 9.30 a.m. this Friday, Sept. 14th.

"The Volga Boatman," a drama of the Russian revolution will be shown at the Queen's Theatre for four days, Thursday to Sunday, not for three days only, as at first announced. "The Volga Boatman" is Mr. De Mille's biggest production since "The Ten Commandments," a picture which scored an outstanding success.

Re-sealing of the letters of administration, with will annexed, of the estate of Dorabjee Edalji Dharwar, who died at No. 31, Kensington Hall-gardens, Kensington, on December 28th, 1927, and left £2,448-18-3 in England and £2,700 in Hong Kong to his widow, Edith Ardesir Dharwar, has been granted to Mr. D. V. Stevenson, lawful attorney of the widow, who is sole administratrix and beneficiary.

A Chinese Dockyard employee was yesterday charged before Mr. R. E. Lindell with the theft of two pieces of metal worth 50 cents. He complained that he was not earning enough money, but a Dockyard representative said that accused's pay was 80 cents a day. His Worship imposed a fine of \$10 or 14 days' hard labour.

Detective Inspector Fallon visited an untenanted flat at No. 36, Nanking Street, Yaumati, in the course of patrol and found two Chinese sleeping on the floor. Under their mattresses were a torch and a penknife. When they were brought before Mr. W. Schofield at the Kowloon Magistrate's Court yesterday morning they said that they came from Macao, and one added that the torch was given to him by a friend. However, both denied possession of the knife. The Magistrate agreed with Detective Inspector Fallon that their story was untrue and sentenced them both to six weeks' imprisonment.

A Filipino named Francis Dalgado, returned from a swim at Kennedy Town Bathing Beach on Sunday and found that his European style shoes had been replaced by a pair of Chinese ones. He watched several bathers leave the compound and saw a Chinese walking away with the missing shoes on. He immediately had the man arrested. Before Mr. R. E. Lindell yesterday morning the Chinese pleaded guilty and said that he fell to a momentary temptation. To strengthen his powers of resistance when the next evil impulse comes along the Magistrate imposed a fine of \$10 with the alternative of 10 days' imprisonment.

MILITARY TATTOO AT DORCHESTER.

DISPLAY BY DORSETSHIRE REGIMENT.

DORCHESTER, August 2nd.

A miniature tattoo took place at the depot barracks at Dorchester in aid of the Dorset Regiment Old Comrades' Association. Last year £139 was raised by a similar effort, and, judging by the large number of spectators present in the barrack square to-night, this sum must have been considerably exceeded. The display was preceded by community singing.

The G.O.C., Wessex Area, Major-General Sir George Jeffreys, was received on arrival by the Old Guard and the New, the former wearing the uniform of the Regiment in 1843. The band of the 2nd Battalion, The Dorsetshire Regiment, from Aldershot, was in attendance.

There was a picturesque demonstration of the origin of tattoo, the guard going on its rounds to close all the taps and sending the soldiers back to their billets. The drums of the 4th Battalion then beat the tattoo. There were also displays of physical training and bayonet fighting. One of the most spectacular was an episode that took place in September, 1781, at New London, in America, when the 54th, now the 2nd Battalion, carried out the assault of Fort Griswold, in which great gallantry was shown in setting fire to the town and shipping. There was also a display of fireworks, and a stirring spectacle ended with the singing of "Land of Hope and Glory," the Regimental March, and the National Anthem. Major O. W. White, commanding at the depot, directed the arrangements for the tattoo.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.15 p.m., stated:—
The depression is crossing Hokkaido. The typhoon is situated between Oshima and the Bonins, moving N.W.
Local Forecast:—Westerly or variable winds, moderate, fair to showery.

LYEMUN LADY'S DEATH.

MISS B. E. STOKES.

FUNERAL AT HAPPY VALLEY.

We regret to record the death at the Matilda Hospital on Sunday afternoon of Miss Beatrice Elizabeth Stokes from, it is understood, malaria. The deceased lady, who was only 20 years of age, arrived in the Colony early this year and for five years she had been a nurse companion to Mr. and Mrs. T. H. Bowkett, of 12th Heavy Battery, R.A., at Lyemun. During her stay here Miss Stokes had made many friends, and she will be greatly missed by the small European community at Lyemun who held her in affectionate regard.

The sympathies of a large circle of friends will be extended to the relatives of Miss Stokes who live at West Turck, Essex.

The funeral of Miss Stokes, non-commissioned officer of the 12th Heavy Battery, R.A., acted as pall bearers at the funeral which took place at the Protestant Cemetery, Happy Valley, yesterday afternoon. The Rev. G. F. Stopford, Chaplain to the Forces, conducted the service at the Chapel and at the graveside. Among the present were Messdames Bowkett, Fisher, Gordon, Tomkins, Goodhart, Johnson, Stevenson and General, Master-Gr. Fisher, B. S. M. Bennett, Gr. Axel, L/Bdr. McGee, Gr. Milner, and Bdr. Pratt.

WOMAN HAUNTED BY TELEPHONE.

MAN'S DAY AND NIGHT CALLS.

FROM ALL PARTS OF ENGLAND.

LONDON, August 17th.
Cecil Charles Polehill, aged 33, a Sanscrit scholar of Abbey Road, St. John's Wood, N.W., was again before Mr. Hay Halkett, the Marylebone Magistrate, yesterday.

On the last occasion on which Polehill appeared in Court it was stated that his extraordinary infatuation for a married woman—Mrs. Solomon, of 34, St. John's Wood-park—had caused him during the last three years continually to annoy her by telephone calls at all hours of the day and night. Mrs. Solomon's son had had no muffle the telephone bell.

Mr. Boswell (the court missionary) said on that occasion that Polehill was a very able man with ample means.

It was stated that Polehill first became infatuated with Mrs. Solomon's maid-servant and then transferred his affections to Mrs. Solomon.

Mr. Engelbach prosecuted and Mr. C. V. Hill defended.

Broken Promises.
Mr. Hill asked that Polehill should be sent to Camberwell House, where he would be under the treatment of a Dr. Benjamin Lowberry, who was confident that he could do something for him. There was nothing wrong with the man's mind, said the solicitor, but his physical state of health was not all it should be.

Mr. Engelbach said that he thought the suggestion was highly unsatisfactory. Everything possible had been done for Polehill, and in 1923 he was certified and sent to a home at Hillingdon, Middlesex. He escaped, and since then the life of the Solomon family had been intolerable. They did not wish him to be punished, but they wished to be protected. This was the seventh time he had been before the Court and made solemn promises to keep away from the house, but every time he had broken his promises.

He had haunted the house, twenty times during the day and night he had telephoned to the house from all parts of England, and when certain instructions had been given to the telephone exchange he had used another name. Mr. Engelbach added that Polehill was not in love with Mrs. Solomon, but wanted to associate himself with her husband and go in and out as he liked as a friend.

Mr. Hill urged that the best protection was to allow Dr. Lowberry to restore Polehill to health.

Mr. Hay Halkett said the doctor was probably sanguine, but he was not. He remanded Polehill for a medical report as to his mental and physical condition.

UNJUST WILLS.

WHAT LORD ASTOR'S BILL WOULD DO.

WOMEN TO PROVIDE FOR HUSBANDS.

Lawyers are discussing with great interest the provisions of the Wills and Intestacies Bill introduced by Lord Astor in the House of Lords on August 1st.

Its object is to secure proper provision for the widow or widower, children or more remote dependants of a dead person.

If passed it would be impossible for a rich father to cut his son off with the proverbial shilling unless the courts were subsequently satisfied that the son's conduct was so bad as to justify this treatment. An interesting feature of the Bill is that it gives equal rights to husband and wife, so that a rich wife would be compelled to provide in her will for her husband as well as vice versa. Either might, however, contract out of the obligation in a marriage settlement.

The minimum which a husband or wife would be allowed to leave the other is £3,000 a year, or one-third of the income of the estate (which ever is the smaller) and the aggrieved party (or children not properly provided for) would have power to apply to the courts to amend the provisions of an offending will.

A similar law is already in force in Scotland. In England and Wales people may do what they like with their money after death, and numerous cases have been quoted of a rich man willing his fortune to his mistress and leaving his wife and children almost destitute.

Judge's View.
Judges on the whole dislike the idea of being called on to interfere with wills, and in a recent debate in the House of Lords, Lord Hailsham, the Lord Chancellor, and others opposed these proposals mainly on the ground that the testator was the person best qualified to decide from the characters of his wife and children how his money should be left.

There is, therefore, no early prospect of this Bill becoming law, but Lord Astor hopes that the discussion it is producing may eventually lead to agreement as to the form of the change in law which is desired.

SOCIALISTS AND THE POLICE.

HOME OFFICE DEFIED.

DISMAY IN MONMOUTHSHIRE.

Newport, Mon.
There is consternation among the Monmouthshire police at the prospect of coming under Socialist control.

If the Socialist majority on the Monmouthshire Standing Joint Committee carry out their threat, which they made to ignore the Home Office and run their own police force, there will be no bulwark in the county against the forces of disorder.

The committee have passed a motion giving its chairmanship in perpetuity to a representative of the county council. As all the council representatives on the committee are Socialists, and the chair-man has the casting vote, the object of the motion is plain.

The Home Office has withheld its certificate of efficiency from the Monmouthshire police on the grounds that the force is short in its establishment and that police buildings and houses have been allowed to get in a bad state of repair. The Socialists declare that rather than be dictated to by the Home Office they will forego its grant, which goes with the certificate of efficiency, and thus throw £30,000 a year on the rates.

Lord Raglan, a member of the Standing Joint Committee, said:

Yesterday's motion advances the Socialists one step further in their campaign to reduce the police force to be a mere tool of the Socialist Party. Ever since they have had the majority on the Standing Joint Committee they have endeavoured to set aside those rules which the long experience of the Home Office has led it to regard as essential to the efficiency of the police.

They will now have a permanent majority on the committee, which will enable them to continue their conflict with the Home Office.

been given to the telephone exchange he had used another name. Mr. Engelbach added that Polehill was not in love with Mrs. Solomon, but wanted to associate himself with her husband and go in and out as he liked as a friend.

Mr. Hill urged that the best protection was to allow Dr. Lowberry to restore Polehill to health. Mr. Hay Halkett said the doctor was probably sanguine, but he was not. He remanded Polehill for a medical report as to his mental and physical condition.

U.S. CONSULATE AT NANKING.

CEREMONIAL OPENING.

NAVY'S RECOGNITION OF NATIONALISTS.

TANGSHAN SITUATION.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 10th. Plans are under way for the re-opening of the American Consulate at Nanking, which is expected to take place on October 1st. It is likely that a division of American destroyers will be sent to Nanking for the purpose of supplying a guard of honour, which will attend the ceremony and also fire salutes in answer to the Chinese salutes. This is new departure in American relations with the Nationalists as the American Navy has heretofore not recognised Nationalist salutes.

It is understood that Mr. E. J. Spiker, the Administrative Consul at Shanghai, will take charge of Nanking with the reopening of the Consulate. Mr. E. S. Cunningham and Rear-Admiral Stirling, with other American officials, will attend the reopening ceremony.

CONFERENCE ON TARIFFS.

(Fah Tsai Yat Pao).

SHANGHAI, Sept. 10th. When the British and American Ministers return to Peking an important conference will be held by the Diplomatic Corps to consider China's tariff problem.

SALT GABELLE TROUBLE.

[THROUGH REUTER'S AGENCY.]

PEKING, Sept. 10th. It is understood that a critical situation has arisen regarding the Salt Gabelle owing to the continued failure of the Nationalist Government to restore the Administration to a proper footing.

A meeting to discuss the situation was held this morning between the Japanese Minister and the French and British Chargé d'Affaires. Unless steps are now taken to restore the Administration, it is not improbable that a public statement will be issued in the near future.

NORTHERN POSITION.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 10th. Pei Chung Hsi is steadily driving back the so-called Chihli-Shantung remnants under the Northern Generals Chang Tsung Chang and Chu Yu-Pa from the Kaiping coal mine area. There is little actual fighting, but Pei Chung Hsi is making a threatening encircling movement.

On the Tientsin-Mukden Railway Pei Chung Hsi captured Fengtai on September 8th, whereupon Chu Yu-Pa was forced to evacuate Lutai on the railway after a short engagement between two armoured trains.

According to the latest reports the Chihli-Shantung troops are falling back beyond Tangshan where a battalion of the Bedfordshire and Hertfordshire Regiment is stationed. While maintaining the strictest neutrality, these troops are taking precautions for the defence of foreign lives and property, though serious trouble is not anticipated.

Incidentally it is forecasted that Pei Chung Hsi will shortly take over the command of the Peking and Tientsin areas from Yen Hsi Shan.

FOREIGN OPINION.

[THROUGH REUTER'S AGENCY.]

PEKING, Sept. 10th. The Nationalist troops reached Tangshan yesterday evening and penetrated the Chinese town, but avoided the foreign quarter and the mines defended by British troops. Infantry fighting was continuing in the town last night.

The greatest precautions are being taken to avoid any kind of incident. Pei Chung Hsi left Tientsin for the front yesterday, accompanied by British, French and Japanese military officers. The British representative was Captain Tobbert, the Legation Language Officer, who has been instructed to act as liaison officer between the British and Chinese troops to see that no misunderstanding arises.

Foreign observers anticipate that the mining area will be cleared of Chihli-Shantung troops in forty-eight hours and that Chang Tsung Chang, the ex-Tupan of Shantung, may flee to Dairen this week.

Peking residents are most desirous to see the mining area cleared as Peking is at present faced with a coal famine, dealers in some cases demanding more than double the price of two months ago.

CHINA'S SEAT ON THE LEAGUE.

PERSIA'S REGRETS.

INSUFFICIENT MAJORITY.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 10th. The Assembly has voted by 27 votes to 23 in favour of China's re-eligibility for election to a non-permanent seat on the League Council, but as a two-thirds majority is necessary, China is debarred from again standing for the seat she is at present vacating. The Persian delegation has addressed a letter to the President of the Assembly regretting that its candidature has conflicted with China's unexpected request for re-eligibility. The letter declares: "China is a country for which we entertain the most cordial sentiments. We are grieved that she should have taken her decision without our knowledge."

JAPANESE RESIDENTS WITHDRAWING.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, Sept. 10th. The Japanese residents at Tangshan, Kaiping and the vicinity are now evacuating, while the Japanese residents at Chinwangtao are reported to have completed their withdrawal to Shanhaiwan.

MORE SUCCESSES.

(Tsun Wan Yat Pao).

SHANGHAI, Sept. 10th. According to a military report General Li Ben Hsin's force captured Fengyun last Saturday and disarmed more than one thousand Shantung troops. They also took many prisoners. The enemy are retreating southward.

Tangshan is now practically surrounded from three directions and is expected to fall soon.

MANCHURIA'S DECISION.

(Fah Tsai Yat Pao).

SHANGHAI, Sept. 10th. General Chang Hsueh-liang has decided to send two divisions of Fengsen to intercept the defeated Shantung-Chihli forces from outside the Great Wall.

PERSONAL DIRECTION.

(Fah Tsai Yat Pao).

SHANGHAI, Sept. 10th. General Pei Chung Hsi has proceeded to Chunliangcheng where he is personally directing operations against Tangshan.

NEW NOMINATIONS.

(Fah Tsai Yat Pao).

SHANGHAI, Sept. 10th. The following nominations have been made in connection with the reorganisation of the Central Kuomintang Party: Mr. Hu Han Min to be the head of the Propaganda Department; and Marshal Chiang Kai Shek to be the head of the Organisation Department.

CHIANG'S RETURN.

(Tsun Wan Yat Pao).

SHANGHAI, Sept. 10th. Marshal Chiang Kai Shek telegraphed to Nanking from Fenghua, his native city, yesterday stating that he would return to Nanking on the 15th inst.

Mr. Hu Han Min is waiting for Marshal Chiang at Shanghai and will go with him to Nanking as soon as he arrives.

GOING TO NANKING.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 10th. Chiang Kai Shek left Fenghua for Nanking on September 12th.

SHANGHAI GARRISON COMMISSIONER.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 10th. Admiral Yang Hsu Chwang has sailed for Foochow aboard the transport Chinan, where he takes up the Chairmanship of the Fukien Provincial Government.

Chen Ta Chien is handing over the post of Garrison Commissioner at Shanghai to General Hsiao Shih Hui on September 15th. The latter's troops are expected to commence arriving in the Shanghai area this evening.

"WENCHOW" ASHORE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 10th. The China Navigation Company's steamer Wenchow went ashore on September 5th at Tungchow Beach and has not yet been refloated. She is not damaged.

STRIKE IN RICE SHOPS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 10th. Six thousand rice shop employees have struck this morning for the purpose of enforcing the concessions promised by the employers.

WILD SCENES IN SHANGHAI.

POLICE STONED BY RIOTERS.

PASSING VEHICLES DAMAGED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 10th. A serious street disturbance created by Communist agitators who stoned the Police sent out to quell the outbreak, occurred in Nanking Road yesterday morning. Many spectators being hurt by flying missiles while passing vehicles also suffered damage.

Apparently emboldened by the fact that the gang of demonstrators arrested in the same district last Sunday have so far evaded punishment owing to the Provisional Court muddle as to who shall hear the case, a score or more so-called students thought they would repeat last Sunday's performance in Nanking Road.

The agitators staged an impromptu meeting for the purpose of acquainting the passers-by with the tenets of Bolshevism, distributing large quantities of coloured pamphlets, containing the usual diatribes against the "unequal Treaties" and voicing considerable opposition to the local Kuomintang.

Police Pelted With Stones.

The Riot Squad was sent out soon afterwards, and the Police were greeted by a volley of stones. The rowdies kept up the barrage, throwing all sorts of debris, and wild scenes ensued for some little while.

Several passing trams suffered smashed windows, while a number of spectators were struck by stones and suffered contusions.

Thirteen Prisoners.

The demonstrators were finally dispersed after thirteen had been arrested, including three women.

The prisoners will be added to those whom the Police are retaining against a decision in respect of jurisdiction.

The Judges of the Provisional Court have declared that the Chinese military authorities should deal with the matter, while the Municipal Police contend that the Provisional Court is the competent authority.

The Consular Body and the Municipality have refused to surrender the detained persons to the Chinese military authorities, it being pointed out that the offence was committed in the International Settlement.

TANGSHAN SURROUNDED.

[NAVAL WIRELESS.]

The situation in the Tangshan mining area continues quiet, and the Fengtien troops are still being withdrawn to the north of the wall. The Shantung-Chihli troops are still evacuating Tangshan and retreating east along the railway to the Lunanoh district.

One message states that the Nationalist advance has reached a point seven miles west of Tangshan, while a later despatch states that about 1,000 troops of the 1st Division of the 12th Nationalist Army have reached Tangshan unexpectedly. They arrived in the town at about 5 o'clock on Sunday, having made a rapid advance from the north-west.

The town was quickly surrounded by the invading forces, but there was no interference with foreign property. The troops avoided the mines, the defended area and the foreign settlements.

When the Nationalists entered, a gun on a Shantung armoured train fired about twenty rounds, with what result is not known. Some slight infantry fighting took place last night, being confined to the Chinese quarter. This was still going on when the last message was despatched.

FOREIGNERS WARNED.

[NAVAL WIRELESS.]

Foreigners in Tangshan have been warned to move to the defended area. The retreat of the Chihli-Shantung troops from Kaiping and Tangshan still continues. The troops are being moved by railway to Wali and Kuyeh where the stations are very congested. There are about seventeen troop trains at Wali.

Five armoured trains were in Tangshan when the Nationalists arrived, but these are now clear of the station. Chu Yu Pu is now at Wali while Chang Tsung Chang is at Kupeh.

Further withdrawals of Chihli-Shantung troops were expected during last night and this morning. Four American destroyers arrived at Chinwangtao on Saturday.

SOVIET CIVILIANS IN WAR.

CAREFUL TRAINING AND PROPAGANDA.

READY TO FIGHT THE CAPITALIST.

[THROUGH REUTER'S AGENCY.]

RIGA, Sept. 9th. Remarkable arrangements have been made by the Soviet authorities to interest the population in the Russian army manoeuvres, which are now being carried out in the Kiev district.

The people have been instructed, at a given signal, to carry out prescribed precautions against a gas attack, such as for instance, the donning of gas masks and going underground.

Lecturers, singers and actors have been distributed over the "war" area to give concerts and plays of a warlike nature between battles. Street demonstrations of war films will also be utilised.

The armies participating in these manoeuvres have received a declaration from the factory workers: "We are following your activities. Remember, at a given moment, we shall be ready to take up arms with you against the Capitalists."

A Turkestan division is participating in similar manoeuvres in the Leningrad area.

EVACUATION OF RHINELAND.

PURCHASE REPUDIATED.

REPARATIONS QUESTION.

[THROUGH REUTER'S AGENCY.]

BERLIN, Sept. 9th. The French attitude of regard to the German demand for the evacuation of the Rhineland, namely, that there can be no evacuation without compensation in respect of reparations and security, was strongly criticised at the opening of a Congress of Bankers at Cologne.

A lengthy statement was made to the Congress by Dr. Curtius, the German Minister for National Economy, dealing almost entirely with the demand for the speedy evacuation of the Rhineland.

"The other side," he said, "have suggested negotiations over the reparations question, but we do not recognise the interdependence of our demand for evacuation and the revision of our financial obligations."

"We know that the Rhineland itself repudiates the purchase of evacuation."

Dr. Curtius emphasised, however, that the German Government was ready to negotiate the reparations problem as a separate and distinct matter.

[BRITISH WIRELESS SERVICE.]

British Views.

RUGBY, Sept. 9th. The German Chancellor Herr Muller, accompanied by Herr Von Schubert, Under Secretary at the Wilhelmstrasse, yesterday had conversation at Geneva with Lord Cusheuden, Acting Foreign Secretary. It is understood that views were exchanged regarding the question of the Rhineland evacuation, on which subject Lord Cusheuden explained the British Government's attitude.

Press reports from Geneva state that a meeting is contemplated of representatives of the Governments interested in the Rhineland.

CANADIAN PREMIER AND MR. BALDWIN.

VISIT AT AIX-LES-BAINS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 9th. Mr. Mackenzie King, the Canadian Premier, who is attending the League Assembly meetings, yesterday visited the British Premier, Mr. Baldwin, at Aix-les-Bains.

BRITAIN THANKS THE SOVIET.

KINDNESS AND ATTENTION.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 9th. The Norwegian Minister, Dr. Urbye, has expressed to M. Litvinoff, on behalf of the British Government, gratitude for the kindness, attention and assistance rendered by the Soviet authorities in connection with the removal of the bodies of the British sailors who lost their lives in the submarine L.55.

NEW BULGARIAN CABINET.

PREMIER'S RAPID RESIGNATION.

WAR MINISTER EXCLUDED.

[THROUGH REUTER'S AGENCY.]

SOFIA, September 9th. The Premier, M. Liapchoff, has reconstructed the Cabinet, excluding therefrom General Volkoff, the former War Minister, and M. Bourroff, who was Foreign Minister. M. Moloff becomes the new Foreign Minister.

SOFIA, Later. Dissatisfied with the proceedings of a meeting of the majority parties, discussing his new cabinet, M. Liapcheff has again resigned. It is understood that the Populists, one of the most important groups, which is supporting the Government, has refused to participate in the Ministry as a protest against the exclusion of M. Bourroff.

BROADCASTING STILL PICTURES.

NEW B.B.C. EXPERIMENT.

FULTOGRAPH SYSTEM.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 9th. As a result of technical experiments made with wireless transmission of still pictures by the British Broadcasting Corporation and the General Post Office, short picture-transmission will be made daily from Darenty SXX outside of the regular programme hours, beginning in October.

If and when there is sufficient public demand for still pictures radiated in this way, transmission will be included in the regular programme hours.

The Fultograph system will be used. This should not be confused with what is commonly known as television, which is in no way involved in this series of experiments.

TERRIBLE CONDITIONS IN UKRAINE.

TWO MILLION JEWS STARVING.

THE SOVIET SYSTEM.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 9th. Two million Jews are dying of starvation in the Ukraine, according to an official Soviet statement, given in the report presented to the annual conference of the Federation of Jewish Relief Organizations, held in London to-day.

Much better news is, however, to hand from Poland where the crisis has appreciably subsided.

Sir William Joynson-Hicks, the Home Secretary, in a letter to the conference, wrote that the magnitude of the work required in the Ukraine was obvious, but he said he was convinced that the Federation's efforts would meet with the success they deserved.

Sir Charles Batho, Lord Mayor of London, conveyed the greetings of the City of London, in a letter, in which he stated that the position of the Jews in Ukraine caused him grief and concern.

Mr. Hanham Gaster, the chairman, in the course of his opening address, said that the Federation had nothing to do with the political aspects of the Soviet régime, but with the consequences of a system which drove artisans and small shopkeepers out of positions.

EMBANKMENT ON FIRE.

ELECTRIC CABLE FUSES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 9th. An unusual fire occurred last night underneath the Thames Embankment, when an electric light cable carried in a tunnel under the footpath fused, causing dense volumes of acrid smoke to spread from the shafts.

Firemen in gasmasks, worked by the light of search-lights, and at one time it was feared that the gas mains nearby would be reached. Finally, a fire-float on the river pumped water into the tunnel and the flames were subdued.

THE OCEANS OF THE WORLD.

BLESSED BY CARDINAL CERRETTI.

EUCCHARISTIC CONGRESS CLOSES.

[THROUGH REUTER'S AGENCY.]

SYDNEY, Sept. 9th. Magnificent scenes marked the conclusion of the Eucharistic Congress here.

Cardinal Cerretti this afternoon, carrying the monstrance containing the Host, and accompanied by a galaxy of chamberlains, proceeded to Manly wharf, where the party boarded a gilded and decorated steamer on which huge crosses and a magnificent altar had been erected.

Australians holders of the Victoria Cross carried a canopy of exquisite workmanship, profusely studded with sparkling jewels, above the Host.

A Papal steamer followed her sister-ship, carrying a thousand men in brilliant blue uniforms. Then came a flotilla of other steamers with members of the Congress aboard, all flying the Papal colours.

The steamers went out in procession to the Harbour heads, where Cardinal Cerretti pronounced the Benediction on "the oceans of the world."

The steamers then returned to the quay, whence a huge procession to the Cathedral took place, through densely packed streets. The celebration of the Sacrament and the pronouncing of the Benediction by Cardinal Cerretti concluded the Congress.

LIGHT AEROPLANE COMPETITION.

SIX BRITISH ENTRANTS.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 9th. An international light aeroplane competition lasting over a period of twelve days, and comprising a variety of tests, "quality" "performance" "reliability" etc., began at the Orly Aerodrome to-day.

Sixteen French machines, three German and six British have entered.

The British competitors include Lady Heath, flying an Avro; Captain Percival, Avro; Lieutenant Neville Stack; Avro; Captain Broad, Gipsy Moth; and Lieutenant Comper, Bristol.

R.A.F. TOUR.

[THROUGH REUTER'S AGENCY.]

BATAVIA, Sept. 10th. The four Air Force flying boats have arrived.

OBITUARY.

PROMINENT CHINA MERCHANT.

KNIGHTED IN SHANGHAI.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 10th. Sir Edward Charles Pearce has died in England at the age of 68. Sir Edward, who was knighted in Hong Kong by the Prince of Wales in 1922, was prominently connected with China for many years and held the Chinese Order of Merit and the Chinese Decoration of the Chiao, 4th grade, and was a Chevalier of the Legion d'Honneur.

Educated at Charterhouse, he came to China as a merchant in 1884. In 1921 and 1923 he was Chairman of the Shanghai General Chamber of Commerce and the China Association, Shanghai.

10-YEARS-OLD MURDERER.

[THROUGH REUTER'S AGENCY.]

MONTREAL. Mental experts are to determine whether the 10-years-old Roland Cousineau, who is charged with the murder of a farmer's boy, is of normal mentality.

Judge Lemay, at the murder trial at St. John's, Quebec, ruled that the boy's confession was inadmissible as evidence unless it were established that he is normal.

Cousineau, who was left by the farmer's wife in charge of the baby, confessed that he swung the child by the heels and smashed its head against a chair because it cried.

MOTOR RACING TRAGEDY.

TERRIBLE DISASTER AT MILAN.

CAR KILLS 19 PERSONS.

[THROUGH REUTER'S AGENCY.]

ROME, Sept. 9th. One of the most terrible accidents in the history of motor-car racing is reported in a Reuter message from Milan this morning.

A Talbot car, travelling at 135 miles crashed into a crowd of spectators during the motor race for the European Grand Prix on the Monza Track, with disastrous effect.

First reports stated that the car, a Talbot, driven by Signor Materassi, while travelling at a speed estimated to have been at least 125 miles per hour, grazed another car, overturned and crashed among the spectators, there being several victims, including Materassi, who was stated to be seriously injured.

Later news, however, shows that nineteen persons were killed outright, and 28 others have been taken to hospital suffering from serious injuries.

The driver of the car, Materassi, died soon after he was picked up. In spite of the disaster, the Grand Prix race was continued.

It was won by M. Chiron (France) driving a Bugatti. He completed the course in 3 hours, 45 minutes, 8 3/5th seconds, thus averaging 169.669 kilometres an hour.

Full View Of Grandstand.

It is revealed in messages from Milan, that the terrible tragedy at the Monza Track occurred at noon in full view of the grand stand. Apparently, the dead driver, Materassi, was endeavouring to pass Foresti, when his car touched the rival machine and shot off the course, jumped over a ditch on the far side of the road, struck the far side of the ditch and leaped several feet into the air, before overturning and falling among a crowd of spectators.

Veritable Shambles.

With the engine still roaring, the car crashed into the crowd creating a veritable shambles.

Some of the victims were frightfully mutilated, and it is reported from the hospital that four of the injured persons are in an extremely grave condition.

There was a touching scene at the end of the race, M. Chiron laying out on the body of Materassi the bouquet of flowers given him as the winner of the Grand Prix.

Materassi was one of the foremost racing drivers in Europe. He was well-known in Great Britain.

JUNGLE TRAGEDY.

FRIEND MISTAKEN FOR TIGER.

Interest in the sensational Momeik case from the Shan States, in which one European named Robert R. Rao, alleged to have murdered another European named Piggott, has now been transferred to Rangoon. Before Mr. Justice Darwood at the High Court recently, Mr. Campagnac, who with Mr. Leo Robertson is appearing for the accused Rao, applied for the transfer of the case to Rangoon.

Mr. Campagnac said that Rao was at a place named Weban with his friend Piggott. They went out to shoot elephants and went to sleep under curtains for the night. In the night Piggott was stabbed. Rao's defence was that he, Rao, was suffering from hallucinations and thought he saw a tiger, which he stabbed and tried to shoot.

There was evidence, said Mr. Campagnac, that accused had previously had delusions about tigers. The only medical man who saw Rao, continued counsel, was the Sub-Assistant Surgeon of Momeik, who said he knew nothing about mentality. The case, had been transferred to Lashio, but there was no mental expert there. This was therefore one of the grounds for transfer.

Counsel proceeded to give details of other grounds for transfer. He said the witnesses could only get to Momeik on horseback and there was insufficient accommodation for the large number of European and Anglo-Indian witnesses which would be called at Lashio.

Counsel also mentioned that the accused had applied to the Sawba (ruler) of the State to be tried as a European British subject.

Mr. Justice Darwood said the application would be granted. Straits Times.

GOLF NOTES.

[By R.H.H.]

The question of whether last week-end was the hottest yet known at the Happy Valley Golf Club is a matter of opinion. It was at least uncomfortably hot, few will be likely to deny that. As a result, golf was a little disappointing for one missed far too many easy shots, presumably from lassitude induced by the heat, it is difficult to find any other reason. Certainly one cannot blame the course, which is if anything playing better and better every week. The rough now, except in the most impossible places, treats one quite kindly, while the fairways are excellent. Nearly always a good drive finds a perfectly clean lie, so that the choice of club is merely a question of inclination. Just occasionally here and there where else one finds a close and cuppy lie, but even on these rare occasions there is no very serious difficulty to contend with. If it is on a long hole it may mean that one has to take iron rather than wood, and it may call for a little extra care in playing the shot, but there is no harm in that.

In spite of the heat, fanling is showing definite signs of waking up to its winter activity. The number of players going out has been steadily increasing for a week or two now, and quite a number were staying out at the Club House over the week-end. Then too starting times for fanling on Sundays and Holidays are to begin next Sunday, and the free and easy feeling of the summer months, when one could start more or less when one liked, and play fast or slow as the spirit moved one, will soon be gone. So far as this comes slow play it is an advantage in every way, for dawdling round a golf course, a habit into which it is very easy to fall in the hot weather, does not do much good to anyone's game. On the other hand one will again have to get accustomed to waiting before playing the second shot, a thing which has worried many people in its time. However, as most golfers transferred their allegiance to Deep Water Bay during the summer, the question of crowded courses ought not to worry them overmuch.

The end of the summer season is upon us at Happy Valley also, and from next Saturday football takes a prior claim to golf there, for I believe that officially the winter season starts on Saturday and not Sunday, and from that date play is not allowed in the afternoon, except on Tuesdays, Fridays and Sundays. In other words, the golfer who spends his week-ends at Fanling gets a little opportunity of using the Valley, except perhaps for an occasion practice round in the early morning. In order to make the severance from the Valley, rather easier, or perhaps for more practical reasons, the grass has been allowed to grow a good deal longer in many parts, and the course is in consequence not quite so excellent as it was a few weeks ago. Also of course Happy Valley is at its best as an evening course, for it is handy and not too strenuous for the sequel to a day's work, but already playing time after 5 o'clock is very much curtailed. All of which helps to make it easier to give the course up, except for an occasional visit.

It is curious how the names of some of the holes on the Old Course have caught on much more than others. Quite a number of people, who would quite likely have to think for a second or two before giving the number of the Gem or the Breeze, would be unable to give the official names to all the eighteen holes. In the matter of names the second half comes off a good deal the better, and all are in pretty general use except perhaps the Pass and to some extent the Saddle. The 15th too rather lends itself to being called the last hole or given a number. On the first half quite a number of the names are generally ignored, and the Bog I should think is the only name which is almost universal. For one reason, some of the names are not very definite. The Short Hole for instance rather prompts the question "which?" as one cannot speak in capital letters, while the Long Hole is rather a misnomer, considering that there are two holes on the course longer than this, the 9th by 50 yards, while the 11th is only three yards shorter. As for the first hole, it must very rarely be graced with its proper name.

Luckily, from the point of view of the winter season, the New Course at Fanling is not neglected by the authorities as it is by the players. It is only natural that, when the Old Course stretches empty and temptingly before one, very few should choose the New Course. On the other hand, during the winter rush, the New Course is almost as crowded as the Old, and it certainly should be matter for congratulation that its condition is not neglected for the more spectacular and finer course alongside it. One has only to sound off the day's golf by playing nine holes or so on the less strenuous course, to see in what excellent condition it is kept, while though (Continued at foot of next column.)

TENNIS LEAGUE.

"C" DIVISION HONOURS DECIDED.

C.R.C. I. CHAMPIONS.

The long awaited tie between the first and second teams of the Chinese Recreation Club in the "C" Division was decided on the Club's courts on Friday and resulted in a win for the former by the narrow margin of 5 games only. It proved to be the best match in this division for the whole season, and although the first team was expected to win without much difficulty, they had a very hard struggle. The second team held up extremely well and at the end of the first round led by one game, while the scores stood level at the end of the last round. The second team secured two wins at 6-5 each in the deciding round, but a 6-2 by one pair in the first turned the scales against them.

The detailed scores follow:—
Cheng Chi Wing and Chan Wah Po (First)
lost to Ng Kam Chuen and Choy Ping Fai 4-7
beat Lau Ting Wai and Hon Lung Fung 7-4
lost to Hung Chiu and Chan Hip Wa 5-6

Lau Man Kwong and Chiu Tuen Chiu (First)
beat Ng Kam Chuen and Choy Ping Fai 6-3
beat Lau Ting Wai and Hon Lung Fung 9-2
lost to Hung Wai Chiu and Chan Hip Wa 5-8

Ip Kau and Lo Man Hin (First)
lost to Ng Kam Chuen and Choy Ping Fai 3-8
beat Lau Ting Wai and Hon Lung Fung 6-5
lost to Hung Wai Chiu and Chan Hip Wa 5-6

Total: C.R.C. I. 52, C.R.C. II 47.

LEAGUE TABLE.

By virtue of their victory, the Chinese Recreation Club I. thus become undefeated champions of the "C" Division and are to be congratulated on their success. The placings of the different clubs follow:—

	P.	W.	L.	Pts.
Chinese R.C. I.	14	0	14	
Chinese R.C. II.	14	1	13	
Recreio II.	13	1	12	
Civil Service	14	10	4	
Kowloon C.C.	11	7	6	
Hong Kong C.C.	12	7	5	
South China A.A.	11	6	5	
Recreio I.	13	6	7	
R.A.O.C.	12	5	7	
R.A.M.C.	11	4	7	
Kennedy Rd. M.C.	12	4	8	
Nippon Club	10	2	8	
Y.M.C.A.	12	2	9	
Indian R.C.	14	1	13	
Indian R.C.	14	1	13	
Kowloon Indians	13	0	13	0

WATER POLO.

NAVY BEAT V.R.C. "B."

In the Water Polo League yesterday the Royal Navy beat the Victoria Recreation Club "B" by one goal to nil in the latter's canber.

CAPT. CAMPBELL'S TRIUMPH.

BRILLIANT DRIVING IN FRENCH RACE.

A THRILLING FINISH.

[THROUGH REUTER'S AGENCY.]

BORDEAUX, Sept. 9th. Captain Malcolm Campbell, the famous British racing motorist, who set up a new speed record in America some months ago, and nearly lost his life in an accident in Ireland recently, driving a Delage car won the French National Motor Trophy to-day.

Over a very dangerous course of 448 kilometres, he maintained an average speed of 116.5 kilometres an hour, beating M. Gauthier in a Bugatti, by 34 seconds.

The course was remarkable for its hilly nature and the performance is hailed as a wonderful achievement.

WORLD'S RECORD LONG JUMP.

SUCCESS OF CATOR OF HAITI.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 9th. A new world's record for the long jump, namely, 7.93 metres, is claimed by Cator of Haiti, when competing in an international athletic meeting at Colombes.

The previous record was held by Hubbard, of the United States, whose distance was 7.889 metres. It is on the short side, especially the second nine holes, there is no lack of interest. Putting always seems to be a good deal easier there than on the big course, though this may be due to smaller greens.

"LEAGUE OF SPORTS-MEN."

PROPOSED COSMOPOLITAN CLUB FOR HONG KONG.

RACING AS A COMMON INTEREST.

AN EXPERIMENT THAT MAY DEVELOP.

Mr. H. C. Lee, of Messrs. Wilkinson & Grist, gave our representative some interesting details about the new Sports Club which it is proposed to form here on a cosmopolitan basis. Mr. Lee is acting at present as Honorary Secretary and Mr. Ho Leung, of Messrs. Jardine, Matheson, is Honorary Treasurer.

A suite of rooms has been secured in King's building and to start with there will be a big lounge, a card room and facilities for night refreshments. The Club will open, it is hoped, on November 1st.

Under the constitution of the Club original voting members have agreed to give \$250 each towards the cost of furnishing the Club in a suitable style. Further, as voting members, they will pay an entrance fee of \$50 each. Ordinary members will pay an entrance fee of \$20. The monthly subscription for voting and ordinary members is to be \$7.

The difference between a voting member and an ordinary member is that the ordinary member will have no voice in the management of the Club, but apart from this he will enjoy exactly the same privileges as a voting member. Absent members will pay a fee of \$5 per year.

So far about 60 Chinese and the same number of non-Chinese voting members promised support. "We aim," said Mr. Lee, "at 600 ordinary members and if we can get 300 the Club will be started. There is no reason to doubt that the numbers we want will be forthcoming."

A Common Interest. "The Club was to be called the Racing Club, and though the name has been changed to the Sports Club, the original title gives an index to the nature of the Club," said Mr. Lee. "There is no doubt," he continued, "that English and Chinese want to get to know each other better. Look at the time we have been doing business, not only together but in partnership, but when it comes to social intercourse the thing just breaks down. We do our best, but it won't go. When we associate together there is, frankly, a divide line. Now we hope that this Club will achieve what we have all been trying to do."

We set out by seeking a common interest among the kind of people whom we believe can hit it off. Now what better basis than racing? Chinese and English are keenly interested in racing. Here, we believe, is the common ground. Chinese and English racing men should be able to come together, where others, without the same tie, cannot do it with the best will in the world.

Really Cosmopolitan. "But we do not wish to confine the Club either to racing people or to English and Chinese. We want to have everyone who is a good fellow and a good sport. Also we want it to be really cosmopolitan—the more nationalities the better."

"We want to succeed where Shanghai, with its Union Club failed, and incidentally, we are trying to get the Macao racing people. A large number of the Stewards of the Jockey Club are coming in as voting members and several of the Macao Racing Club Stewards have also accepted."

"We are going to hold an inaugural meeting shortly when the constitution will be discussed. The idea at present is to have a General Committee of six members, three being Chinese and three non-Chinese. The Balloting Committee will consist of the General Committee and twelve others, six of the latter being Chinese and six non-Chinese. Should the Chairman be Chinese and the Vice-Chairman will be Chinese and in the following year the Chairman will be Chinese and the Vice-Chairman non-Chinese, and so on."

A Country Club Later.

"But we have in mind a far bigger plan than this Sports Club in King's Building. If this is a success we want to expand it into the Country Club at Aberdeen which has often been discussed and which Sir Cecil Clementi favours. We are trying at first how it works on a modest scale and if it succeeds we shall launch out."

Lady Members?

"What about lady members?" our representative asked. "That will have to be decided. Probably lady owners and prominent sports women generally will be eligible as associate members from the first. But a Country Club would, of course, be essentially a social club."

WOMAN'S AGONY IN DESERT.

"MAD WITH THIRST."

MRS. GLOVER'S MESSAGE FROM AFRICA.

The thrilling adventures of an English explorer and his wife in Central Africa are described in the following message sent to *The Daily Mail* by Mrs. T. A. Glover.

In December 1926 Mr. and Mrs. Glover left England to search for rare fauna for the British Museum, and early this year a report was received that they had been killed by robbers.

A search party was sent out by the French authorities in Africa, but while they were scouring the desert Mr. Glover, at Faya, in the Sahara, was writing for *The Daily Mail* an account of his journey so far, which was published in our columns on April 19th this year.

Mr. and Mrs. Glover had already penetrated into the interior 1,000 miles beyond any point reached by a white woman, and some idea of what they have endured is given in Mrs. Glover's present message, which was received, dated June 15th, from Carnot, Ubangi-Shari-Chad, French Equatorial Africa.

A NIGHT RAID.

CAMEL BOYS' HIDE BENEATH BAGGAGE.

[FROM MRS. T. A. GLOVER.]

So much sand has blown across the desert since we set out for Tibesti (Sahara) that I hardly know where to begin. We have been wrecked crossing Lake Chad, reached Tibesti, fought raiders, been reported dead—all in the short period of eight months.

Tibesti is a mountainous country surrounded by sand. To reach it was our object. At Ziegui we procured camels and guides to cross the waterless desert. The first night's camp found us on the edge of desert absolute, and it was our last rest for four days.

Day and night for four days our small caravan crawled across the endless waste like a black thread on a buff carpet, until we reached the solitary palm that marked the well. Next day we stayed to recuperate the camels and men, and then another four days' trek to the next water, another day's sleep, and away again.

The guide told us that when the sun was high in the sky (12 o'clock) we should reach water, but at two o'clock no water had appeared. The natives, with the usual improvidence of the black races, had finished what water we had. The sun was fierce; the camels, tired out, lay down in the hot sand for rest, only to be beaten to their feet with hide whips and compelled to march. Their groans were pitiful.

The faces of the men were expressionless; now and then they would call out to the guide for water, but he could only reply that it was somewhere ahead. As the sun was sinking we saw what we took for mirage, a pool of water.

"Thought I Was Mad." I thought I was mad; my thirst was terrible. I could hardly breathe. The keener-eyed natives rushed forward to the pool—it was water!

I could only point towards it and indicate to my husband that I must drink. How wonderful that water was! In my eagerness to drink it spilled itself over my neck and shirt. A minute afterwards we were in agony; the chalky water choked us, our throats were dry and burning; the only relief was to drink more. I tried to scrape the foul mass from my tongue with my nails, but it was useless. It was impossible to push on immediately as everyone was exhausted. Six hours later we found the well by chance; a cook boy stumbled on it after the caravan had passed.

At Faya the commander of the French post had advised us to delay our departure to Tibesti owing to rumours of robbers on our route. This was impossible, as most of our provisions had been lost in Lake Chad in a tornado.

Two days from Faya a man stopped us and said he would accompany us if we used his camel—we were short of camels for riding and not for the usual load; this was conceded. Two days later he disappeared in the night, taking his camel, and our men were greatly perturbed; they were convinced he was spying for the band of raiders whose sporadic we had crossed earlier in the day, and they insisted on going in pursuit of him.

The Raid. That night my husband and I lay fully dressed on our beds, hugging our rifles. About three o'clock we discerned figures making their way towards camp on all fours; suddenly a figure rose from behind a rock and swiftly approached. In a second the camp was in a turmoil, shots rang out, camels stampeded. The noise from our camp, or the unexpectedness of the raiders, and they fled. It was a relief to hear them go, as we were alone. The camel boys had at the first shot ducked under the baggage.

ST. LEGER.

PROBABLES AND BETTING.

[THROUGH REUTER'S AGENCY.]

London, Sept. 10th. The St. Leger Probables are:—
Bourbon H. Wragg.
Buland Beary.
Cherry King Carlisle.
Constant Son Evans.
Cyclonic R. Jones.
Fairway West.
Flamingo Elliott.
Gang Warly Steve Donoghue.
Lodone Wells.
Luveneran Gordon Richards.
Macconigram Bouillon.
Palais Royal II. 100-6 (t and o).
Parviz P. Beasley.
Plantago Jelliss.
Tourist Dines.

Betting.
Fairway 11-4 (t and o).
Cyclonic 9-2 (o), 5-1 (t).
Flamingo 5-1 (t and o).
Buland 7-1 (t and o).
Palais Royal II. 100-6 (t and o).
Plantago 18-1 (o).
Parviz 20-1 (o).
Macconigram 20-1 (o).
Luveneran, 25-1 (o).
Bourbon, Constant Son, Cherry King, Tourist, Lodone, all 100-3 (o).

YEARNINGS FOR ROAST BEEF.

WHEN ENGLAND'S SONS COME HOME.

What does the homecoming Englishman and the Colonial look forward to most in the Mother Country?

A Colonial visitor to whom this question was put answered without hesitation: "I think they would all agree with me that there is nothing we long for more than some real good English food."

No country in the world has such tasty and satisfying dishes, and if by chance you can get a steak or roast beef in some places abroad you do not get the golden-brown onions or the light Yorkshire pudding, which are essential.

When I stepped off the boat at Southampton I had the smell of a Porterhouse steak and onions in my nostrils, and it was the first longing that I satisfied.

There are many foreigners, especially United States citizens, who come to England every year to enjoy our excellent saddle of mutton and red-currant jelly and roast beef, Yorkshire pudding, and roast potatoes. An American visitor said:

The roast beef of old England is world famous, and it is something to be proud of. Another English dish, the fame of which is world wide, is apple pie with custard made with eggs. No real English roast-beef dinner is complete in the summer without apple pie and custard.

MAGNETS IN A ROULETTE TABLE.

ALLEGED PLOT TO SWINDLE A CASINO.

MILAN, August 2nd.

Details are now published of a daring and ingenious attempt made a few days ago by a band of swindlers to cheat the municipal Casino of San Remo. A certain Signor Ferri, of Milan, a trouper named Bonsignore, and other persons have been arrested.

It is alleged that Ferri's idea was to enter the Casino at night after it had been closed, and put a small but powerful magnet into one or two of the roulette bowls, and that Bonsignore, a croupier of the Casino, had arranged to have Ferri admitted clandestinely to the Casino by a watchman. In the meantime the management of the Casino had been secretly informed of the plot, and in the early hours of July 24th, after Ferri had secured admittance to the saloons, the police broke in and arrested him. Ferri, who had an electric torch, was found at a roulette bowl in which several small holes had been bored, ready for the insertion of small magnets. The scheme was to perform a similar operation with one of the ivory roulette balls, so that during play the ball would be attracted by the magnetized bowls, and the authors of the swindle would place their stakes on the numbers of the bowls which had been tampered with. The police have discovered that the band had over £200 ready for the next day's play.

CONSIGNEE NOTICES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship "BENVENUE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 1st October, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 10 A.M., by Messrs. Goddard and Douglas. No Fire Insurance has been effected. Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 10th Sept., 1928. [6696]

CONSIGNEE NOTICES.

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "CARL LEGIEN" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th September, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 14th September, 1928, at 10 A.M., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 28th September, 1928, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be counter-signed by the Underwriter.

JEBSEN & CO. Agents.
Hong Kong, 8th Sept., 1928. [6694]

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, BANGALORE, PENANG AND SINGAPORE.

THE Steamship "TAKADA"

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as Goods are landed.

Goods not cleared by 14th Sept., 1928, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 A.M., Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master. MAX KINNON, MACKENZIE & CO.
Hong Kong, 7th Sept., 1928. [6689]

ON SALE.

HONG KONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL OF THE SESSION 1927.

Revised by Members.
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CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SHANGHAI & TIENTSIN	"SOOCHOW"	On 12th Sept. 5 a.m.
BANGKOK	"KINGYUAN"	On 12th Sept. 6 a.m.
SHANGHAI	"HUPH"	On 13th Sept. 5 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TEAN"	On 13th Sept. 10 a.m.
SWATOW & SHANGHAI	"CHENAN"	On 13th Sept. 3 p.m.
SWATOW, AMOI, SWATOW & SINGAPORE	"ANHUI"	On 15th Sept. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 15th Sept. 3 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 16th Sept. 2 p.m.
AMOI, SHANGHAI & TIENTSIN	"SUIYANG"	On 19th Sept. 5 a.m.
SHANGHAI	"YUNNAN"	On 19th Sept. 6 p.m.
SWATOW & SHANGHAI	"LINAN"	On 20th Sept. 2 p.m.
WEIHOW, CHEFOO & TIENTSIN	"HUICHOW"	On 22nd Sept. 4 p.m.
AMOI, SWATOW, S'POK & BANGKOK	"KWANGTUNG"	On 23rd Sept. 6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 23rd Sept. Noon
SWATOW & BANGKOK	"KIANGSU"	On 23rd Sept. 2 p.m.

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S.S. "CITY OF KHIOS"	Via Suez Canal	26th October
S.S. "PYRRHUS"	Via Suez Canal	16th November
S.S. "CITY OF PERTH"	Via Suez Canal	30th November

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ATHOS II ... 25th Sept.	SPHINX ... 25th Sept.
D'ARTAGNAN ... 9th Oct.	G. METZINGER ... 9th Oct.
SPHINX ... 23rd Oct.	PAUL LECAT ... 23rd Oct.
G. METZINGER ... 6th Nov.	ANDRE LEBON ... 21st Nov.
PAUL LECAT ... 20th Nov.	CHEVONCEAUX ... 5th Dec.
ANDRE LEBON ... 4th Dec.	PORTHOS ... 19th Dec.
CHEVONCEAUX ... 18th Dec.	D'ARTAGNAN ... 2nd Jan. 1929
PORTHOS ... 1st Jan. 1929	

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S.S. "YANG-TSE" ... 30th September.

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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

September 9th.
Apney, British str., 1,778 tons, Capt. Wm. Anderson, from Port Kama and Hoihow, with coal, pigs and general cargo, lying at Shamshui-po—Wo Fat Shing.
Chipping, British str., 1,189 tons, Capt. D. G. Burleigh, from Tongku and Weihaiwei. The latter port she left on September 2nd, with a general cargo, lying at buoy No. 392—Jardine, Matheson & Co.
Dariken, Norwegian str., 1,777 tons, Capt. G. Swane, from Bangkok and Hoihow, with rice and general cargo, lying at buoy No. 338—Wallem & Co.
Empress of Asia, British str., 19,809 tons, Capt. A. J. Healy, from Manila, which port she left on September 7th, with a general cargo, lying at Kowloon Wharf.—C.P.R.
Hop Sang, British str., 1,359 tons, Capt. W. J. Booker, from Canton, with a general cargo, lying at buoy No. C33—Jardine, Matheson & Co.
Tak Hing, Chinese str., 105 tons, Capt. Lo Shau, from Autau, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi Co.
Tilawa, British str., 9,153 tons, Capt. P. W. Rowe, from Osaka and Amoy, with a general cargo, lying at buoy No. A10—Mackinnon, Mackenzie & Co.
Wingler, Chinese str., 641 tons, Capt. F. Smith, from Port Bayard, with a general cargo, lying at Saikong Wharf.—Yue Yuen & Co.

September 10th.
Comeric, British str., 4,076 tons, Capt. A. Livingston, from Manila, which port she left on September 8th, with a general cargo, lying at buoy No. A29—Bank Line.
Glenogle, British motor ship, 5,380 tons, Capt. W. E. Roberts, from Shanghai, which port she left on September 8th, with a general cargo, lying at buoy No. A3—Jardine, Matheson & Co.
Halvard, British str., 1,917 tons, Capt. C. W. Shearer, from Swatow, with 310 tons of general cargo, lying at Douglas Wharf—Douglas, Lapraik & Co.
Helios, Norwegian str., 1,115 tons, Capt. O. Olsen, from Bangkok and Hoihow, with a general cargo, lying at buoy No. C33—Thoresen & Co.
Hupei, British str., 1,905 tons, Capt. J. Maley, from Shanghai, which port she left on September 8th, with a general cargo, lying at Hoi's Wharf.—B. & S.
Ikoma Maru, Japanese str., Capt. S. Ushijima, from Milke, which port she left on September 4th, with a cargo of coal, lying at buoy No. B50—M.B.K.
Kura Sang, British str., 1,435 tons, Capt. C. Alexandre, from Tientsin, which port she left on September 1st, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.
Kwangchow, British str., 1,572 tons, Capt. J. D. Milne, from Bangkok and Swatow, with a general cargo, lying at buoy No. A24—B. & S.
(Continued on next column).

CLEARANCES.

September 10th.
Albert Sarrau, for Hongkong.
Benvenue, for Shanghai.
Compas, for Hongkong.
Glenogle, for Singapore.
Hermes, for Bangkok.
Hupei, for Canton.
Hydrangea, for Swatow.
Kwai Sang, for Canton.
Lai Cheung, for Shamshui.
Linchow, for Pakhoi.
Main, for Singapore.
Michael Jensen, for Swatow.
Muran Maru, for Singapore.
President McKinley, for Shanghai.
Scottsburg, for Shanghai.
Tak Hing, for Autau.
Tilawa, for Singapore.
Tjilehot, for Amoy.
Yuen Sang, for Amoy.

September 11th.
Linchow, French str., 1,416 tons, Capt. P. H. Morganti, from Canton, with a general cargo, lying at buoy No. C43—Sing Kee.
Main, German str., 4,741 tons, Capt. E. T. Deeh, from Shanghai, which port she left on September 7th, with a general cargo, lying at buoy No. A2—Melchers & Co.
Muran Maru, Japanese str., 3,251 tons, Capt. T. Nishikawa, from Moji, which port she left on September 4th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.
President Jefferson, American str., 8,400 tons, from San Francisco and Shanghai. The latter port she left on September 8th, with a general cargo, lying at Kowloon Wharf—American Mail Line.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 12th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 13th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 14th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 15th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 16th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 17th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 18th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 19th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 20th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 21st.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 22nd.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 23rd.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 24th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 25th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 26th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 27th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 28th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 29th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

September 30th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 1st.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 2nd.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 3rd.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 4th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 5th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 6th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 7th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 8th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 9th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 10th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 11th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 12th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. & S.
Tjilad, Dutch str., 3,613 tons, Capt. P. Abbo, from Amoy, with a general cargo, lying at buoy No. A3—J.C.J.L.

October 13th.
President McKinley, American str., 14,127 tons, Capt. R. E. Carey, from Manila, which port she left on September 8th, with 54 tons of general cargo for Hong Kong and 2,100 tons in transit, lying at Kowloon Wharf.—American Mail Line.
Sunning, British str., 1,570 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12—B. &



—of Uninterrupted Canadian Pacific Service

If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

Follow the lead of experienced travellers and go the Canadian Pacific way.

CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPRESS OF ASIA"
SEPTEMBER 12th, 1928—At Noon.

WORLD'S GREATEST TRAVEL SYSTEM



THROUGH BOOKING TO EUROPE AT REDUCED RATES.

2120, 2113, 2110, 2102, 2093, VIA SAN FRANCISCO.
6440, 09430 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

SHINYO MARU (Calla Nagasaki) ... Tuesday, 18th Sept.

RIBERIA MARU (Calla Los Angeles) ... Tuesday, 2nd Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

SUWA MARU ... Saturday, 22nd Sept.

FUSHIMI MARU ... Saturday, 6th Oct.

SYDNEY & MELBOURNE via Manila & Porto.

TANGO MARU ... Wednesday, 18th Sept.

AKI MARU ... Wednesday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Tuesday, 11th Sept.

NAGATO MARU ... Thursday, 27th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Saturday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Porto.

KANAGAWA MARU ... Tuesday, 9th Oct.

NEW YORK and BOSTON via PANAMA.

TAKEOTO MARU ... Tuesday, 11th Sept.

MAYEASHI MARU ... Monday, 24th Sept.

LIVERPOOL via Port Said, Genoa & Marseilles.

LYONS MARU (Calla Glasgow) ... Friday, 14th Sept.

LIMA MARU ... Sunday, 21st Oct.

CAIRO via Singapore, Penang & Rangoon.

MORIOKA MARU ... Tuesday, 18th Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 21st Sept.

SHANGHAI, KOBE & YOKOHAMA.

TOYOHASHI MARU ... Wednesday, 12th Sept.

HAKUAN MARU ... Monday, 17th Sept.

HAKATA MARU (Kobe direct) ... Monday, 17th Sept.

+ Cargo only.

Subject to alteration without notice.

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NIPPON YUSEN KAISHA

Telephone: (Central No. 392) (Private exchange to all Dept.).

SUMMER SPECIAL EXCURSION TICKETS ON SALE. [7]

A HOLIDAY IN INDO-CHINA SPECIAL CHEAP TRIPS TO SAIGON

This vessel, fitted with all latest modern improvements, are being placed on the HONG KONG—SAIGON run, and will take first-class passengers at specially reduced fares for a holiday in the fascinating territory of Indo-China.

RETURN TRIP 17 DAYS
9 to 10 Days on Shore.

FARES: A Deck—Return ... \$100.
B Deck—Return ... \$ 90.

Indo-China offers many attractions for a short holiday. The Ruins of Angkor are one of the Seven Wonders of the World. Splendid Big Game Shooting.

Passenger Agents: THOS. COOK & SON, LTD.
Pavane Street.

For further particulars apply to

WO FAT SING.

Telephone: C. 5. 51, Wing Lok Street.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS AND THROUGH FREIGHTS GOOD.

GOOD BRITISH IMPORTS.

Fifteen arrivals and thirteen departures were shown for the 24 hours ended at 9 a.m. yesterday of which seven arrivals and five departures were British vessels. Fourteen vessels discharged a total of 11,405 tons for this port of which six British ships contributed 6,993 tons. The two best cargo returns were shown by the s.s. *Apocry* (British) with 4,100 tons of general cargo from Port Kama and Hoihow; and the s.s. *Daviken* (Norwegian) with 3,900 tons of rice from Bangkok and Hoihow. Eight vessels carried 19,939 tons of through freight of which five British ships carried 9,893 tons. The best carrier was the s.s. *Muroran Maru* (Japanese) from Yokohama and Moji with 5,461 tons of general cargo. The s.s. *Tjivalak* (Dutch) from Batavia and Amoy also carried 2,305 tons as second best carrier. The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	5
American	1	1
Dutch	1	0
Norwegian	1	1
Japanese	1	2
Chinese	4	2
German	0	2
Total	15	13

VESSELS EXPECTED.

American Mail Line.
President Grant, September 14th.

Australian-Oriental Line.
Change, October 10th.

Taipei, Nov. 6th.

Bank Line.
City of Lincoln, September 14th.

City of Glasgow, September 20th.

City of Khios, October 4th.

City of Wellington, October 5th.

City of Eastbourne, October 10th.

City of Mobile, October 27th.

City of Perth, Oct. 30th.

City of Mandalay, Nov. 24th.

City of Lahore, Dec. 8th.

City of Chester, Dec. 28th.

British-India and Apcar Line.

Talamba, September 15th.

Gambala, September 18th.

Talma, September 26th.

Takada, Sept. 26th.

Takliwa, Oct. 10th.

Tilawa, Oct. 18th.

Canadian Pacific Line.

Empress of Canada, Sept. 24th.

Dodwell & Co.

Itomo, September 13th.

Toledo, September 24th.

Toronto, October 10th.

East Asiatic Co., Copenhagen.

Asia, Sept. 19th.

Java, Sept. 19th.

Afrika, Sept. 26th.

Chile, Oct. 16th.

Malaya, Oct. 24th.

Siam, Dec. 2nd.

Eastern and Australasia Lines.

St. Albans, September 26th.

Arafura, October 8th.

Tanda, Nov. 6th.

Peninsular and Oriental

Morea, September 13th.

Kalyan, September 15th.

Khiva, September 27th.

Kidderpore, September 27th.

Kashgar, September 29th.

Jeypore, October 12th.

Macedonia, October 12th.

Mirapore, October 12th.

Karmala, October 18th.

Kashmir, November 2nd.

Kashmir, November 2nd.

Naldara, Nov. 23rd.

Mantua, Dec. 7th.

Peninsular and Oriental

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Naldara, Nov. 23rd.

Mantua, Dec. 7th.

Line Pannel List.

Mercurius, to-morrow.
Tyndarus, September 15th.
Achilles, September 18th.
Patroclus, September 18th.
Telamon, September 18th.
Bellerophon, September 20th.
Phebus, September 19th.
Protesilaus, September 25th.
Meriones, September 28th.
Sarpedon, October 3rd.
Asyanax, October 8th.
Oanfa, October 15th.
Calchas, October 16th.
Talthybius, October 16th.
Agapenor, October 17th.
Antenor, October 18th.
Diomed, October 18th.
Eurylochus, October 20th.
Pyrrihus, October 24th.
Cyclops, November 6th.
Izon, November 6th.
Deucalion, November 8th.
Perseus, November 12th.
Ulysses, Nov. 14th.
Helena, Nov. 17th.
Titan, November 20th.
Asphalion, Nov. 27th.
Glauco, Nov. 30th.
Telemachus, Dec. 8th.
Dardanus, December 12th.
Aeneas, Dec. 17th.

Glen Line.

Glenogle, to-day.
Glenapp, September 13th.
Glenlara, September 27th.
Glenhiel, September 29th.
Carnarvonshire, October 14th.
Glenbeg, October 26th.

Hamburg-Amerika Linie and Hugo Stinnes Linie.

Leverkuen, September 15th.
Rhineland, September 30th.
Ermland, September 30th.
Burgundian, October 11th.
Ruhr, October 28th.
Sachsen, Nov. 11th.

Java-China-Japan Line.

Tjikembang, to-morrow.
Tjikini, September 21st.
Tjikardem, September 24th.
Tjikarang, September 26th.
Tjimanok, October 5th.
Tjiliboet, Oct. 8th.

Messageries Maritimes.

D'Artagnan, to-day.
Portheos, to-day.
Athos II., September 25th.
Sphinx, September 25th.
General Metinger, October 9th.
Paul Lecat, October 23rd.
Andre Lebon, November 7th.
Chenonceau, November 15th.

Nippon Yusen Kaisha.

Shinyo Maru, to-morrow.
Lyons Maru, September 13th.
Moroka Maru, September 17th.
Tango Maru, September 18th.
Tengo Maru, September 18th.
Suwa Maru, September 21st.
Maybashi Maru, September 23rd.
Bokuyo Maru, September 24th.
Siberia Maru, September 25th.
Nagato Maru, September 27th.
Fushimi Maru, October 6th.
Kanagawa Maru, October 8th.
Taiyo Maru, October 10th.
Aki Maru, October 23rd.
Tengo Maru, October 23rd.
Rakuyo Maru, October 24th.
Hakata Maru, November 8th.
Mishima Maru, Nov. 20th.
Ginyo Maru, December 3rd.

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DAILY WATERFRONT NEWS.

STEAM LAUNCH COXSRAIN FINED.

[BY LONGSHOREMAN.]

For attempting to leave the port of the Colony without a clearance permit, and failing to stop when called upon to do so by Assistant Junk Inspector Hillyer, Chang Mun, coxswain of the steam launch *Chung War* pleaded guilty when summoned before Commander J. B. Newill, R.N., D.S.O., at the Harbour Office yesterday morning and was fined \$10 with the alternative of 10 days' hard labour on each count.

Illegible Licence Numbers.
The master of a trading junk also appeared before the Marine Magistrate for attempting to leave the Colony without a clearance permit and for failing to have the junk's licence numbers painted clearly on each bow of the boat. Lance-Sergeant Taylor, prosecuted and the defendant pleaded guilty to both offences. A fine of \$10 was imposed on the first offence and \$5 on the second summons.

Lost Her Anchor.
The s.s. *Daviken* which arrived here from Bangkok and Hoihow reports that she lost her anchor at Hoihow. No further details are given.

Asiatic Deck Passengers.
Eleven vessels brought 1,631 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Morea* left Singapore for Hong Kong on the 9th instant at 9 a.m., with the outward English mails, and is due here on Thursday, the 13th inst. at about 9 a.m.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	6.08 a.m.	6.31 p.m.
To-morrow	6.09	6.30
Thursday	6.09	6.29

Norddeutscher Lloyd, Bremen.

Schwaben, to-day.
Frier, September 22nd.
Derfflinger, September 23rd.
Trave, Oct. 14th.
Saarbrücken, Oct. 21st.
Platz, Nov. 7th.
Coblenz, Nov. 18th.

Princes Line.

Japanese Prince, September 16th.
Japanese Prince, October 14th.
Swedish East Asiatic Co., Ltd.
Japan, October 8th.

Benares, Oct. 8th.

Sumatra, October 16th.

Thoresen & Co., Ltd.

(Wm. Wilhelmsen, Oslo, N.A.A.L.)

Swedish East Asiatic Co., Ltd.

Japan, October 8th.

Benares, Oct. 8th.

Sumatra, October 16th.

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